

West Santa Ana Branch Transit Corridor

Final Transportation Impact Analysis Report



Metro®

WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

Final Transportation Impact Analysis Report

Prepared for:



Metro[®]

Los Angeles County
Metropolitan Transportation Authority

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Appendix

Appendix A Traffic Data

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- Attachment 4 – No Build Intersection Volume and Level-of-Service (LOS)
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ACRONYMS AND ABBREVIATIONS

Acronym	Definition
AA	Alternatives Analysis
ADA	Americans with Disabilities Act
AM	morning (ante-meridian)
BRT	bus rapid transit
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
DASH	Downtown Area Short Hop
EIS/EIR	environmental impact statement/environmental impact report
HCM	Highway Capacity Manual
HRT	heavy rail transit
I-	interstate
ICU	intersection capacity utilization
LA	Los Angeles
LA County	Los Angeles County
LADOT	Los Angeles Department of Transportation
LAX	Los Angeles International Airport
LOS	level-of-service
LPA	Locally Preferred Alternative
LRT	light rail transit
LRTP	Long Range Transportation Plan
LRV	light rail vehicle
Metro	Los Angeles County Metropolitan Transportation Authority
MSF	maintenance and storage facility
NEPA	National Environmental Policy Act
NOP	Notice of Preparation
NTS	Norwalk Transit System
OCTA	Orange County Transportation Authority
OPR	Governor's Office of Planning and Research
PEROW	Pacific Electric Right-of-Way
PM	afternoon (post-meridian)

Acronym	Definition
Project	West Santa Ana Branch Transit Corridor
ROW	right-of-way
RTIP	regional transportation improvement plan
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SCAG	Southern California Association of Governments
SR	state route
TMP	transportation management plan
TPSS	traction power substation site
TRB	Transportation Research Board
UPRR	Union Pacific Railroad
US	U.S. Highway
USACE	United States Army Corps of Engineers
V/C	volume/capacity
VMT	vehicle miles traveled
WSAB	West Santa Ana Branch

1 INTRODUCTION

1.1 Study Background

The West Santa Ana Branch (WSAB) Transit Corridor (Project) is a proposed light rail transit (LRT) line. In January 2022, the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors identified the Locally Preferred Alternative (LPA), which will extend approximately 14.5 miles from the northern terminus in the City of Los Angeles/Florence-Firestone community of Los Angeles (LA) County to the southern terminus in the City of Artesia, traversing densely populated, low-income, and heavily transit-dependent communities. The Project will provide reliable, fixed-guideway transit service that will increase mobility and connectivity for historically underserved, transit-dependent, and environmental justice communities; reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth.

1.2 Alternatives Evaluation, Screening, and Selection Process

A wide range of potential alternatives have been considered and screened through the alternatives analysis processes. In March 2010, the Southern California Association of Governments (SCAG) initiated the Pacific Electric Right-of-Way (PEROW)/WSAB Alternatives Analysis (AA) Study (SCAG 2013) in coordination with the relevant cities, the Orangeline Development Authority (renamed to Eco-Rapid Transit, which has since been dissolved), the Gateway Cities Council of Governments, Metro, the Orange County Transportation Authority, and the owners of the right-of-way (ROW)—Union Pacific Railroad (UPRR), BNSF Railway, and the Ports of Los Angeles and Long Beach. The AA Study evaluated a wide variety of transit connections and modes for a broader 34-mile corridor from Union Station in downtown Los Angeles to the City of Santa Ana in Orange County. In February 2013, SCAG completed the PEROW/WSAB Corridor Alternatives Analysis Report¹ and recommended two LRT alternatives for further study: West Bank 3 and the East Bank.

Following completion of the AA, Metro completed the *West Santa Ana Branch Transit Corridor Project Technical Refinement Study* (Metro 2015) in 2015 focusing on the design and feasibility of five key issue areas along the 19-mile portion of the WSAB Transit Corridor within LA County:

- Access to Union Station in downtown Los Angeles
- Northern Section options
- Huntington Park Alignment and Stations
- New C (Green) Line Station
- Southern Terminus at Pioneer Station in Artesia

In September 2016, Metro initiated the WSAB Transit Corridor Environmental Study (Environmental Study) with the goal of environmentally clearing the Project under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

¹ Initial concepts evaluated in the SCAG report included transit connections and modes for the 34-mile corridor from Union Station in downtown Los Angeles to the City of Santa Ana. Modes included low-speed magnetic levitation (maglev) heavy rail, light rail, and bus rapid transit.

Metro issued a Notice of Preparation (NOP) on May 25, 2017, with a revised NOP issued on June 14, 2017, extending the comment period to 60 days. In June 2017, Metro held public scoping meetings in the Cities of Bellflower, Los Angeles, South Gate, and Huntington Park. Metro provided project updates and information to stakeholders with the intent to receive comments and questions through a comment period that ended in August 2017. A total of 1,122 comments were received during the public scoping period from May through August 2017. The comments focused on concerns regarding the Northern Alignment options, with specific concerns related to potential impacts to Alameda Street with an aerial alignment. Given potential visual and construction issues raised through public scoping, additional Northern Alignment concepts were evaluated.

In February 2018, the Metro Board of Directors approved further study of the alignment in the Northern Section due to community input during the 2017 scoping meetings. A second alternatives screening process was initiated to evaluate the original four Northern Alignment options and four new Northern Alignment concepts. The *Final Northern Alignment Alternatives and Concepts Updated Screening Report* was completed in May 2018 (Metro 2018). The alternatives were further refined and, based on the findings of the second screening analysis and the input gathered from the public outreach meetings, the Metro Board of Directors approved Alternatives E and G for further evaluation.

On July 11, 2018, Metro issued a revised and recirculated CEQA NOP, thereby initiating a scoping comment period. The purpose of the revised NOP was to inform the public of the Metro Board's decision to carry forward Alternatives E and G into the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). During the scoping period, one agency and three public scoping meetings were held in the Cities of Los Angeles, Cudahy, and Bellflower. The meetings provided project updates and information to stakeholders with the intent to receive comments and questions to support the environmental process. The comment period for scoping ended on August 24, 2018; more than 250 comments were received.

Following the July 2018 scoping period, a number of project refinements were made to address comments received, including additional grade separations, removing certain stations with low ridership, and removing the Bloomfield extension option. The Metro Board adopted these project refinements at its November 2018 meeting.

1.3 Draft Environmental Impact Statement/Environmental Impact Report

The Draft EIS/EIR and corresponding technical studies included evaluation of a No Build Alternative, four Build Alternatives, two station design options, and two site options for a maintenance and storage facility (MSF):

- Alternative 1: Los Angeles Union Station to Pioneer Station
 - Design Option 1: Los Angeles Union Station – Metropolitan Water District
 - Design Option 2: Addition of Little Tokyo Station
- Alternative 2: 7th St/Metro Center to Pioneer Station
- Alternative 3: Slauson/A Line (Blue) to Pioneer Station
- Alternative 4: I-105/C Line (Green) to Pioneer Station

- Paramount MSF site option
- Bellflower MSF site option

Figure 1-1 illustrates the Build Alternatives evaluated in the Draft EIS/EIR.

Figure 1-1. Draft EIS/EIR Build Alternatives



Source: Metro 2020

The Draft EIS/EIR was released for public review and comment in July 2021 for 45 days, which was then extended to a 60-day public review period through September 28, 2021, to provide additional time for the public to respond. Notices of the Draft EIS/EIR release were done in accordance with CEQA and NEPA regulations and included two rounds of notices to announce details of the release of the Draft EIS/EIR, as well as to provide information on the public hearings and comment methods. The Notice of Availability was distributed to 261 agencies via USB drives, which included an electronic copy of the Draft EIS/EIR.

During the 60-day public review period, Metro hosted four virtual public hearings, four virtual community information sessions, and over 19 pop-up booths for in-person engagement at locations throughout the project corridor. In addition, Metro held approximately 20 briefings to key stakeholders, elected officials, corridor cities, and other agencies. In total, approximately 450 submissions were received during the public review and comment period. In January 2022, the Metro Board of Directors identified Alternative 3 as the LPA. The LPA extends from a northern terminus at the Slauson/A Line Station located in the City of Los Angeles/Florence-Firestone unincorporated area of LA County to a southern terminus at the Pioneer Station located in Artesia for a total of 14.5 miles. With identification of the LPA, the Metro Board also identified the MSF site option located in the City of Bellflower as a component of the LPA.

1.4 Report Purpose and Structure

The purpose of this report is to evaluate existing transportation conditions and evaluate potential impacts of the No Build Alternative and the LPA, including a design option and MSF, on the multimodal transportation system.

This report provides information about traffic on the freeway system, local roads, and intersections; parking; pedestrian facilities; bicycle facilities; vehicular and rail freight; and transit systems.

The approach for assessing impacts is summarized in Table 1-1 and further described in Section 1.6. The regulatory framework is provided in Section 3 and existing conditions in Section 4. The evaluation of transportation impacts assesses the effects of operation (Section 5) and construction (Section 7) of the LPA on local roads and intersections, the effects of changes in roadway networks to accommodate the LPA, the effects of local increased traffic associated with station parking, the effects on pedestrian and bicycle facilities to accommodate the LPA, potential changes to existing transit services on- and off-street parking, and effects to vehicular or rail freight. The CEQA evaluation for operation of the LPA is provided in Section 6 and for construction of the LPA in Section 7.4.

1.5 General Topic Background

For the purposes of NEPA, this study generally assesses traffic impacts using level-of-service (LOS) criteria, following the methodologies of the *Highway Capacity Manual* (HCM) (Transportation Research Board [TRB] 2010). Inputs to the HCM methodologies for traffic analysis include traffic volumes (e.g., turning movement volumes at intersections), geometry (number of lanes), and control (signal parameters). At intersections, LOS is determined by calculating average delay (in seconds per vehicle). To assess impacts, future No Build Alternative traffic volumes were developed using the Metro Travel Demand Model forecasts, which serve as the baseline for comparison for traffic conditions with the LPA. The LPA traffic volumes are determined by adding the information about the local effects of the LPA

to the No Build Alternative traffic volumes. This analysis focuses on traffic operations at intersections near proposed stations and at-grade crossings under the LPA.

California Senate Bill 743, which was codified in California Public Resources Code Section 21099, required amendments to the CEQA Guidelines with respect to the criteria for determining the significance of transportation impacts. Specifically, under California Public Resources Code Section 21009, the criteria for determining the significance of transportation impacts must “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” Consistent with this requirement, the California Natural Resources Agency adopted changes in 2018 to the CEQA Guidelines that identify vehicle miles traveled (VMT) as the most appropriate metric to evaluate a project’s transportation impacts. Under the amendments, automobile delay (as measured by LOS and other similar metrics) no longer constitutes a significant environmental impact under CEQA (California Public Resources Code, Section 21099, subdivision (b)(3); CEQA Guidelines, Section 15064.3, subdivision (a)). Pursuant to new CEQA Guidelines Section 15064.3, subdivision (b)(2), transportation projects that reduce, or have no impact on, VMT are presumed to have a less than significant transportation impact. Because the LPA will reduce or have no impact on VMT, this study assumes that the LPA will not have significant transportation impacts under CEQA.

1.6 Methodology

This section provides the methodology, impact criteria, and thresholds used to determine impacts to the transportation system resulting from the LPA, MSF, and the design option.

As discussed in Section 3.1, NEPA does not provide specific requirements or criteria for assessing the potential for adverse effects from traffic and transportation-based improvements. As discussed in Section 1.5, traffic impacts of the LPA are presumed to be less than significant (CEQA Guidelines, Section 15064.3(b)(2)). To provide for a comprehensive assessment of potential traffic, transportation, and mobility effects and impacts under NEPA and CEQA, the methodology described in Sections 1.6.1 to 1.6.8 was established.

Table 1-1 describes the types of potential impacts and the proposed approach for assessing these impacts. More detail on the approach for assessing impacts for each element of the transportation network is provided in Sections 1.6.1 to 1.6.8.

Table 1-1. Transportation Analysis Approach

Transportation Element	Potential Impact	Analysis Approach	Affected Area Geographic Extent
At-grade crossings (see Section 1.6.1 for more details)	Operational impacts due to new at-grade crossings: affects intersection operations where tracks are through/adjacent to existing intersections and where queues from mid-block rail crossings build up when gates are down.	Assess intersection operations with gate down time, new signal timing, and/or changes in geometry. Estimate queues from mid-block crossings and their effect on nearby intersections.	Key intersections identified
Road network changes (see Section 1.6.1 for more details)	Street/lane closures or roadway realignments to accommodate the LPA, including new at-grade crossings.	Assess intersection operations due to potentially rerouted traffic.	Key intersections identified
Regional travel (see Section 1.6.5 for more details)	Changes to VMT.	Evaluate VMT changes at the regional, county and Study Area levels using the Metro Travel Demand Model.	SCAG region, LA County, and the Study Area (2 miles from all alternatives evaluated in the Draft EIS/EIR)
Transit station and MSF travel demand (see Section 1.6.1 and 1.6.2 for more details)	Additional traffic demand and congestion on local roads near new stations and the MSF.	Assess intersection operations using projected future traffic volumes for the No Build Alternative and LPA. MSF volumes based on a similar sized facility in the Metro system.	Key intersections identified
Bus-rail interface (see Section 1.6.2 for more details)	Changes to bus access at rail stations, including impacts to existing routes.	Assess changes to local service and utilization.	2-mile buffer from the LPA alignment
Bike and pedestrian (see Section 1.6.3 for more details)	Access and operations for bike/pedestrian facilities.	Qualitative, with discussion of removal of bike/pedestrian facilities.	Within 100 feet of the LPA

Transportation Element	Potential Impact	Analysis Approach	Affected Area Geographic Extent
Parking (see Section 1.6.4 for more details)	Physical changes to existing on- and off-street parking to accommodate the proposed LRT alignment, stations, and other project elements (e.g., TPSSs), which could result in increased traffic circulation/delay, and vehicle emissions. Spillover parking resulting from unmet transit parking demand at new stations, which could result in increased traffic circulation/delay and vehicle emissions.	Comparison of remaining on-street parking supply against surveyed parking utilization or parking demand. Assess supply of remaining off-street parking using requirements as per the applicable city parking code. Comparison of corridor-wide transit parking supply and demand.	0.25 mile around each station and along streets immediately adjacent to the alignment and other project features, and off-street parking lots where permanent easements or acquisitions are required for the LPA
Freight (see Section 1.6.5 for more details)	Access and operational impacts to vehicular and rail freight at at-grade crossing locations due to intersection operations, changes in roadway geometry, and the LPA alignment	Assess intersection operations at vehicular freight routes and assess changes to operation, maintenance, and access of rail freight.	Within 100 feet of the LPA

Source: Compiled by WSP and Jacobs in 2020 and updated in 2023

Notes: LA = Los Angeles; EIS/EIR = environmental impact statement/environmental impact report; LPA = Locally Preferred Alternative; LRT = light rail transit; MSF = maintenance and storage facility; SCAG = Southern California Association of Governments; TPSS = traction power substation; VMT = vehicle miles traveled

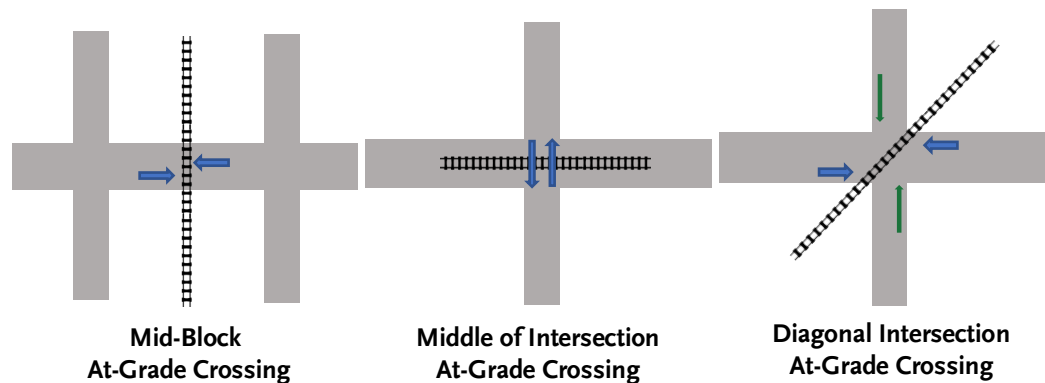
The following subsections provide details on the individual assessment methodology for each element.

1.6.1 Analysis Approach: Traffic Operations

At-grade rail crossings (where a street crosses railroad tracks at the same level) have the potential to affect traffic operations on arterials and local streets. New at-grade crossings will be located near or at existing intersections. When the train crossing gates are down, vehicles attempting to cross the tracks will be forced to stop, increasing delay for vehicles and the potential for queues to form, affecting adjacent intersections and intersections beyond. The existing freight train crossings at some existing at-grade crossings were not considered because of the low number of freight trains. LRT crossings were considered the most representative condition that will occur most frequently with the overall traffic operations. The condition in which an LRT and freight train cross successively or concurrently was not considered to be the most representative crossing condition.

Figure 1-2 illustrates three common configurations of at-grade crossings and the effects on intersections.

Figure 1-2. At-Grade Crossing Configurations at or near Intersections



Source: Prepared by Jacobs in 2020

Figure 1-3 provides an example of the third configuration, which is of the existing Paramount Boulevard/Rosecrans Avenue crossing. The proposed operating plan for the LPA assumes 12 train crossings per direction in the peak hour, equating to 24 train crossings per hour for both directions. With this schedule, a train from each direction will cross at each at-grade crossing every 5 minutes; therefore, a train from either direction will cross every 2.5 minutes. Per Metro's grade crossing safety policy, gate down times were determined based on the train crossing configuration (for mid-block train crossings, gates will be down 45 seconds; for middle or diagonal intersection train crossings, gates will be down 30 seconds).

Figure 1-3. Existing Paramount Boulevard and Rosecrans Avenue At-Grade Train Crossing



Source: Prepared by Jacobs in 2020

Hundreds of signalized intersections, and even more unsignalized intersections, were considered within the Study Area. The focus of this impact analysis is on those intersections that will be affected by the new transit service. A preliminary screening was conducted to determine the key intersection where there could be an impact.

The screening process assessed the intersections in the Study Area in terms of potential effects, based on location (proximity to a rail crossing and/or station) and traffic volume to identify the intersections within the Affected Area. Assessments were based on field reviews, preliminary engineering plans, and professional judgment. The assessments included:

- The potential effects at each rail crossing, which will be used to determine the potential impact to the surrounding intersections. The trains will result in vehicle queues and the potential to disrupt traffic operations at nearby intersections.
- The potential effects from stations, where demand will increase traffic volumes from station trips.
- Proximity to a rail crossing/station.
- Overall traffic volumes (intersections with higher volumes are more likely to have an impact).

Based on this assessment, a total of 72 intersections were analyzed for Alternative 3 in the Draft EIS/EIR. The analysis for the Final EIS/EIR was updated to include 9 additional intersections, bringing the total number of intersections analyzed to 81. These intersections were not part of the analysis for the Draft EIS/EIR. One intersection was added to the analysis in the Final EIS/EIR because of refinements to the LPA. The remaining intersections were not analyzed in the Draft EIS/EIR because the results from the screening process determined that they did not warrant inclusion in the Affected Area. These intersections were added in the Final EIS/EIR in response to comments received on the Draft EIS/EIR. The intersections added to the analysis in support of the Final EIS/EIR are noted as footnotes to Figure 4-8, Table 4-5, Table 5-2, and Table 5-4. Additionally, the traffic analysis was updated at previously analyzed intersections where refinements to the LPA identified after circulation of the Draft EIS/EIR had the potential to affect traffic operations. Table 5.3 identifies the permanent roadway closures and turning restrictions along the corridor as a result of the LPA. This table also identifies the refinements to the LPA identified after circulation of the Draft EIS/EIR.

The specific steps for the traffic analysis of at-grade crossings are described below. These steps also apply to the traffic analysis conducted for other elements:

- **Assess existing operations:** The evaluation of existing operations started by considering geometry, traffic volumes, and signal timing. Traffic counts were collected in late 2016 and throughout 2017. Because new intersections were added to the analysis in response to comments received during public review of the Draft EIS/EIR and refinements to the LPA, additional traffic counts were collected in 2022 for those intersections. Typically, the date of NOP establishes the year that corresponds with existing conditions. To account for the potential effects of the pandemic on traffic, additional steps were taken to ensure traffic volumes collected for the new intersections did not represent lower traffic volumes than what may have existed if the counts were conducted in 2017. Specifically, to validate traffic conditions at the new intersections, new counts were also conducted at adjacent intersections that were previously analyzed in the Draft EIS/EIR. The purpose was to assess

whether traffic volumes changed within the localized area between 2016/2017 and 2022 as a result of the pandemic. The differences in volumes between 2016/2017 and 2022 at the previously analyzed intersections were calculated. Where traffic volumes decreased between 2016/2017 to 2022, a growth rate was added to the 2022 counts for the new intersections, and the traffic analysis was conducted using the adjusted counts. Where 2022 counts were higher, those volumes were used for the new intersections. This approach assumes the most conservative condition at the intersections for purposes of a LOS analysis. For example, if the pandemic did have an effect on travel, causing traffic volumes to decrease during this period, applying the growth rate to the volumes would better reflect pre-pandemic conditions, consistent with the other intersections evaluated. If the 2022 counts were higher, those counts were used to provide a more conservative assessment in absence of data from 2017. This approach was not applied to intersections that were previously analyzed as part of the Draft EIS/EIR because actual data were collected during 2016/2017 which best reflect the conditions at the time of NOP. The Synchro software's traffic simulation function (SimTraffic) was used to evaluate traffic operations using two performance measures (Synchro is a macroscopic traffic operations analysis and optimization software application used to measure intersection performance):

- **LOS:** based on average delay per vehicle in the peak hours. LOS is described in more detail in Section 1.6.10, along with alternative measures (intersection capacity utilization [ICU] and volume/capacity [V/C] ratios). Multiple options are available for LOS analysis, so they are outlined separately in Sections 1.6.9.2 and 1.6.9.3. Section 1.6.11 provides details on the application of LOS, including impact determination.
- **95th percentile queues:** Vehicle queue lengths vary with each signal cycle, but 95th percentile queues are among the longest—the queues that are expected in only 1 out of 20 cycles. Evaluations were conducted for the AM and PM peak hours on typical weekdays, consistent with the traffic volumes collected in the field.
- **Future No Build traffic volumes:** Future traffic volumes were derived using growth rates obtained from the Metro Travel Demand Model. The growth rates were applied to the existing conditions traffic volumes. Signal timing from existing conditions were retained, with updated green time indication for each intersection turning movement using the optimization function from Synchro.
- **Evaluation of No Build traffic operations at each intersection:** Performance measures included LOS and 95th percentile queues.
- **Future traffic volumes with LPA:** The LPA could increase or decrease traffic volumes at intersections:
 - Traffic volumes could decrease because of a shift from automobile to transit. However, to be conservative, the traffic analysis does not assume a shift from automobile to transit.
 - Traffic volumes could increase or decrease because of changes to the local road network to accommodate the LPA (e.g., where tracks will conflict with existing streets, converting a two-way street to a one-way street). See later in this section for more details.

- Traffic volumes could increase because of new park-and-ride or kiss-and-ride facilities at the LPA stations. See Section 1.6.2 for more details.
- **Evaluate at-grade crossing traffic operations:** SimTraffic was used to evaluate the traffic operations for all scenarios at the at-grade crossing locations. Specifically, train schedules were coded at the approach to allow for a reasonable and accurate representation of train crossing events for train operations. A gate down event was coded at each train crossing location every 2.5 minutes. This represents a 5-minute headway for trains in both directions, consistent with the operating plan.
- **Evaluate future traffic operations with LPA at each intersection:** The evaluation considered changes to traffic volumes (as described in the bullet above), geometrics, and performance measures, which include LOS and 95th percentile queues.
- **Assess impacts:** Section 1.6.10 discusses impact criteria—when a degradation in LOS associated with the operation of the LPA is deemed an impact. For example, a change from LOS A to LOS B may not be considered an impact, while another intersection that remains at LOS F but has a slight increase in delay could be considered an impact. Section 1.6.11 includes a discussion of both LOS/delay and queue impacts.

Roadway network changes may be needed to accommodate the LPA. These may include closures of entire street segments, reductions in the number of lanes, or closures of at-grade crossings. Closures or realignments may be due to new crossings or grade separation design requirements.

Increases in local traffic are expected to be associated with new transit stations. The Metro Travel Demand Model provided projections of the number of new vehicle trips at these stations. There will be an increase in trips from park-and-ride and kiss-and-ride activities. Travel patterns associated with these increased trips were determined based on land use, roadway network, and traffic conditions of the local area.

Quantitative evaluations were conducted largely using the same approach as described earlier in this section. Changes in traffic volumes (both increases and decreases) were determined by reassigning traffic from the existing network. Consistent with typical professional practice, local reassignments were done by hand, using knowledge of local traffic patterns and professional judgment.

A quantitative impact assessment was conducted using LOS analysis, as described earlier in this section. In addition, qualitative assessments of impacts associated with changes in access were provided.

The evaluation for MSF focused on the number of vehicle trips the facility will generate. Due to the uniqueness of this facility, the trip rate from an existing Metro LRT maintenance facility was used to determine the trips the MSF for the LPA will generate. The number of trips was used to determine whether an intersection performance analysis (with and without the MSF) needed to be conducted. The Los Angeles Department of Transportation (LADOT) *Transportation Impact Study Guidelines* (LADOT 2016), the guidelines referenced for the traffic analysis as further discussed in Section 1.6.10, set the threshold for new developments at 43 vehicle trips during the AM/PM peak hours. The qualitative assessment of the surrounding area was conducted to consider the nearby local street network, vehicle traffic activity, and truck routes to the facility.

1.6.2 Analysis Approach: Transit

The analysis of the bus-rail interface focused on the interaction between Metro/other transit bus services and the new LRT stations. As described in Section 4, the Study Area includes a wide range of transit services. Ridership will likely change on Study Area bus routes, particularly those reconfigured to provide feeder services to the proposed stations.

The evaluation included quantitative information on transit service, as available from the Metro Travel Demand Model:

- **Daily linked fixed-guideway trips:** A trip from origin to destination on the Metro rail or bus rapid transit (BRT) system, or the Metrolink commuter rail system. Even if a person must make several transfers during a journey, the trip is counted as one linked trip.
- **Daily linked bus trips:** A trip from origin to destination on the countywide bus system. Even if a person must make several transfers during a journey, the trip is counted as one linked trip on the countywide bus system.
- **Daily linked transit trips:** A trip from origin to destination on the countywide transit system (includes bus and rail modes). Even if a person must make several transfers during a journey, the trip is counted as one linked trip on the countywide transit system.
- **Daily linked trips:** A trip from origin to destination using any travel mode. Even if a person uses multiple modes or transfers within (bus to bus) or between modes (car to rail), the trip is counted as one linked trip on the system.
- **Total transit mode share:** The percentage share that transit has in relation to all modes of travel.
- **New transit trips:** The number of daily trips shifted from another mode (e.g., automobile) to transit with the implementation of the Project compared to the No Build Alternative.

Other potential impacts were determined qualitatively.

1.6.3 Analysis Approach: Active Transportation

The evaluation for active transportation focused on physical impacts to bicycle and pedestrian facilities. The Affected Area for active transportation is defined as the area within approximately 100 feet of the LPA, as this has been identified as the area that could be affected by operation or construction of the LPA. The Affected Area for active transportation was analyzed to best capture how any adjustments made by the LPA to active transportation facilities affect the existing and planned active transportation facility networks. Specific LPA improvements for active transportation were identified and described. Most of these improvements will be beneficial for bicyclists and pedestrians. Potential (adverse) impacts could occur if implementation of the LPA results in removal or degradation a bike facility or sidewalk.

1.6.4 Analysis Approach: Parking

Potential parking impacts include consequences of, or impacts from, changes in the supply of on- and off- street parking, and parking demand from transit users, which could result in increased traffic circulation and delay, and air quality impacts due to vehicles circling while looking for parking.

Effects to parking were assessed by considering how operation of the LPA will affect the on- and off-street parking supplies (including free and paid public and privately owned lots). For instance, on-street parking spaces may be permanently removed to accommodate the LRT tracks, and off-street parking spaces may be permanently removed to accommodate other project features, such as traction power substations (TPSSs). The parking analysis also considered whether the demand from transit parking will exceed the available parking supply, leading drivers to consider parking on nearby streets or in other public parking spaces (resulting in spillover parking).

1.6.4.1 On- and Off-street Parking Analysis

The loss of on-street parking itself is not an adverse effect under NEPA, but it can be a local concern. Visual surveys were conducted for the Affected Area for parking (approximately 0.25 mile around each station, along streets immediately adjacent to the LPA and other project features, and off-street parking lots where permanent easements or acquisitions are required for the LPA) to determine the existing supply of on-street parking and the number of spaces utilized. On-street parking surveys were conducted in September 2017 on weekdays between 7:00AM and 5:30PM. Updated surveys were conducted in response to comments received on the Draft EIS/EIR regarding parking restriction and peak parking time periods, as well as in consideration of refinements to the LPA. The updated surveys were conducted during non-holiday weekdays in January, March, and May 2023 on Tuesdays, Wednesdays, and Thursdays between 6:30 AM and 8:30 AM, 10:00AM and 12:00PM, and 11:00AM and 2:00PM. The survey time periods were determined based on the surrounding land uses and considered parking restrictions in each neighborhood. Existing supply was determined using a measurement of 25 feet where street parking was not striped, or for locations where parking would not otherwise be restricted, such as at fire hydrants or stop signs. On-street parking effects were assessed by comparing the observed parking demand with the number of parking spaces available after the removal of spaces resulting from implementation of the LPA. Adverse effects may occur if implementation of the LPA will reduce the parking supply below the observed parking demand, resulting in increased traffic circulation and delay, as well as a corresponding increase in emissions as drivers seek to find available on-street parking.

Effects to off-street parking on private properties were assessed to determine whether the loss of these parking spaces will result in the supply to fall below the requirements as per the applicable city parking code. An adverse effect will occur if supply falls below requirements. If supply falls below code requirements, increases in traffic circulation, traffic delay, and a corresponding increase in emissions could occur as drivers seek to find available on-street parking. For effects to off-street parking on governmental institutions (e.g., city offices), Metro will enter into an agreement with the applicable jurisdiction for the loss of these off-street parking spaces. In these instances, it is assumed that an agreement will be reached and no adverse effects will occur.

1.6.4.2 Spillover Parking Analysis

The spillover parking analysis considered whether operation of the LPA could result in the demand for transit parking to exceed the parking supply being provided as part of the LPA.

In the Draft EIS/EIR, parking demand was forecasted at the five stations where dedicated transit parking facilities will be provided (i.e., Firestone Station, I-105/C Line Station, Paramount/ Rosecrans Station, Bellflower Station, and Pioneer Station). The spillover

parking analysis considered whether operation of the LPA could result in the demand for transit parking to exceed the dedicated transit parking supply at those five stations. If parking demand exceeds the dedicated transit parking supply, the analysis considered the availability of on-street parking and whether that would accommodate the demand. For stations that would not have dedicated transit parking, the analysis assumed it was unlikely that transit passengers would attempt to park at those stations. However, Draft EIS/EIR Mitigation Measure TRA-21 (Parking Monitoring and Community Outreach) would be implemented at all stations to monitor parking demand before and after opening of the Project. This mitigation measure is referred to as TRA-19 and is described in Section 8.2.1.4.

In response to comments received on the Draft EIS/EIR, the spillover parking analysis was refined to forecast corridor-wide transit parking demand for all nine stations along the LPA, including those without dedicated transit parking. The spillover parking analysis considered whether the corridor-wide demand for transit parking will exceed the total dedicated transit parking supply. Similar to the Draft EIS/EIR, the Metro Travel Demand Model was used to forecast parking demand. Unconstrained demand was forecasted at the nine stations, providing estimates on transit parking demand for the entire LPA. The analysis also considered the forecasted demand when parking is limited to the five stations with dedicated parking, using the same results from the Draft EIS/EIR. This model run indicated how demand will shift when passengers know dedicated parking is only available at certain stations.

Additionally, in response to comments on the Draft EIS/EIR, the evaluation of spillover parking no longer relies on the availability of on-street parking to meet unmet station parking demand. Removing the availability of on-street parking as a consideration for transit parking provides a more conservative approach to the analysis of potential impacts related to spillover parking at stations. Adverse spillover parking impacts could occur if the corridor-wide demand is higher than the combined transit parking supply at each station where transit parking is provided, resulting in drivers circulating along roads adjacent to the station as they attempt to find available parking. In these instances, it is anticipated that over time some drivers would seek parking at other stations where there is still capacity within dedicated transit parking or find another way to complete their trip. Consistent with the Draft EIS/EIR, Mitigation Measure TRA-19 (Parking Monitoring and Community Outreach) will still apply to all stations along the LPA.

1.6.5 Analysis Approach: Freight

In response to comments received on the Draft EIS/EIR, the methodology for the freight analysis was expanded to include vehicular freight (e.g., freight trucks) in addition to rail freight. Impacts could occur to vehicular or rail freight in terms of mobility, accessibility, and overall operations as a result of implementation of the LPA. Vehicular freight movement occurs on arterial streets throughout the corridor. This analysis focused on freight routes located near the intersections included in the traffic analysis (summarized in Section 1.6.1). The Affected Area for freight is defined as the area within approximately 100 feet of the LPA, as this has been identified as the area that could be affected by operation or construction of the LPA. To determine impacts to vehicular freight, design plans for the LPA were reviewed to determine whether truck movements would be restricted by implementation of the LPA.

The LPA would operate on tracks separate, but adjacent to, rail freight. Rail freight spurs and sidings in proximity to the LPA alignment were reviewed to determine impacts to existing operation or maintenance of freight service.

1.6.6 Analysis Approach: Vehicle Miles Traveled

As described in Sections 1.5 and 3.2, California Senate Bill 743 guides the state to focus on VMT and related measures as an alternative to traditional LOS analysis. An analysis focused on VMT was conducted for CEQA purposes.

By definition, VMT analysis is a regional assessment. However, for large regions like the greater Los Angeles region, the effects of individual projects may be relatively small. Therefore, three different geographic evaluations were used: SCAG region, LA County, and the Study Area, with VMT assessed for the Existing Condition, No Build Alternative, and LPA.

1.6.7 Analysis Approach: CEQA Evaluation

As discussed in Sections 1.5 and 3.2, pursuant to California Public Resources Code Section 21099, subdivision (b)(3) and CEQA Guidelines Section 15064.3, automobile delay is not considered an environmental impact under CEQA. The following thresholds were used to assess potential traffic and transportation impacts under CEQA. Specifically, this analysis considers whether the LPA will:

- (a) Conflict with program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities
- (b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)
- (c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)
- (d) Result in inadequate emergency access

1.6.8 Analysis Approach: Construction

Impacts to the transportation system (i.e., roadway, freight tracks and operations, transit [rail and bus], bicycle, pedestrian, and parking) could result during construction of the LPA. Construction could require peak, off-peak, and/or night-time closures of lanes, roads, or intersections, either short-term (1 or 2 days) or long-term (over the course of several days, weeks, or months). Additionally, realignment of freight tracks could require shoofly tracks (i.e., alternate parallel track), while realignment of the C Line tracks could require shoofly tracks and/or bus bridges to maintain service. Closures could affect travel lanes for vehicles, bus routes or stops, bicycle facilities, sidewalks, schedules for transit and freight train movement, and on- or off-street parking. Detours for vehicular, transit, or nonmotorized traffic could be required. Additionally, construction workers will add traffic to local streets and will require locations for parking their personal vehicles.

The analysis of potential impacts focuses on the types of construction activities associated with elements of the LPA, including aerial and at-grade rail construction, rail freight relocation, intersection and street improvements to accommodate the LPA, and for installation of grade crossing equipment. The evaluation considers the locations, the number of lanes, and the duration of closures for traffic, sidewalks, and bicycle lanes. Several locations of existing freight tracks will require relocation, which will necessitate shoofly tracks to maintain freight service to the extent feasible. Potential impacts due to delays or

detours to transit routes along those roadways were considered. The evaluation also considers haul routes and construction worker parking.

1.6.9 Intersection and Roadway Segment Performance Measures

Traffic engineers use multiple measures to evaluate roadway performance. LOS is the most common, but other measures can be used to assess the wide range of roadway types, time periods and modes that use each facility. The subsections that follow outline three potential ways to evaluate performance on the roadway network.

1.6.9.1 Level-of-Service

LOS is a standard means of evaluating operations at intersections and other roadway elements. LOS analysis is based on delay at the intersections and requires evaluation of traffic volumes, geometry, and traffic control (e.g., stop signs or traffic signals). Intersection LOS is determined using the analysis methodologies described in the HCM (TRB 2010). It is based on six defined levels (A through F), which describe conditions ranging from “ideal” to “worst.” Table 1-2 summarizes the HCM intersection LOS criteria.

Table 1-2. Intersection Level-of-Service Criteria for Signalized, All-Way Stop and Two-Way Stop Intersections

Level-of-Service	Description of Operation	Signalized Intersection Delay (seconds/vehicle)	All-Way Stop or Two-Way Stop Intersection Delay (seconds/vehicle)
A	Describes primarily free-flow conditions at average travel speeds. Vehicles are seldom impeded in their ability to maneuver in the traffic stream. Delays at intersections are minimal.	≤ 10	0-10
B	Represents reasonably unimpeded operations at average travel speeds. The ability to maneuver in the traffic stream is slightly restricted and delays are not bothersome.	> 10-20	> 10-15
C	Represents stable operations; however, ability to change lanes and maneuver may be more restricted than LOS B and longer queues are experienced at intersections.	> 20-35	> 15-25
D	Congestion occurs and a small change in volumes increases delays substantially.	> 35-55	> 25-35
E	Severe congestion occurs with extensive delays and low travel speeds.	> 55-80	> 35-50
F	Characterizes arterial flow at extremely low speeds and severe intersection congestion, with long delays and extensive queuing.	> 80	> 50

Source: TRB 2010

For both signalized and unsignalized intersections, the average control delay per vehicle is estimated for all lane groups (left, through, right lane combination) and then aggregated for each intersection leg and for the intersection as a whole.

Signalized intersection HCM analysis accounts for the effects of signal coordination and platoon formation (vehicles traveling in a group) on intersection operations. All-way-stop-controlled intersection analysis is based on the degree of vehicle conflict for each intersection leg caused by the opposing vehicles and each conflicting vehicle. Two-way stop-controlled intersection analysis is based on gap acceptance and conflicting traffic for vehicles stopped on the minor-street intersection leg.

Because the HCM methodologies for analyzing intersection operations provide both LOS values and detailed delay estimates (seconds/vehicle), they are the most robust tools for evaluating intersection performance. These methodologies are sensitive to changes in signal timing and the effects of queues and platoons from rail crossings in the vicinity. Sections 1.6.2 and 1.6.3 describe two alternative methods, but neither is as effective for assessing impacts.

1.6.9.2 Volume/Capacity Ratios

V/C ratios for segment analysis are used for some studies. The calculation is relatively simple: the projected volume is divided by the estimated capacity of a roadway segment. Higher V/C ratios (near or above 1.0) are associated with unacceptable operations. However, V/C ratios have limited value for this study as most of the traffic-related impacts are expected to be at intersections. Similarly, V/C ratios are much more valuable for projects with substantial changes in demand. For this study, the main traffic issues are the grade crossing locations, where the biggest effect will be the gate down time. Capacity changes with crossing gates are highly dynamic and cannot be captured in a simple capacity estimate, so most of the impacts of the LPA would be lost in a V/C assessment.

1.6.9.3 Intersection Capacity Utilization

ICU is an alternative method of assessing intersection performance. ICU provides a planning-level estimate of the intersection capacity as a function of the entering volume. It is calculated using V/C ratios by allocating approximate green time to different approaches, and the product is a ratio (which can be higher or lower than 1.0) of the volume to the available capacity. While ICU is useful for planning applications, providing a general view of the effectiveness of the intersection, it does not provide information on the effects for drivers. Similar to V/C ratios, ICU does not consider the effects of most train operations, especially gate down times for occasional cycles, or queues from nearby crossings.

1.6.10 Recommended Impact Criteria and Thresholds for Intersection Evaluation

Most of the quantitative evaluations described in Table 1-1 require an assessment of traffic impacts. These assessments were conducted using the Synchro software's traffic simulation function (SimTraffic) to evaluate traffic operations and apply HCM LOS threshold criteria, as recommended in Section 1.6.11.

From the discussion above, the best approach for traffic impact analysis was to focus on intersections. The discussion below considers the specific intersection impact criteria used.

1.6.11 Applying LOS for Impact Assessment

At one level, HCM evaluations are straightforward, particularly for signalized intersections where most of the LPA impacts will likely occur. The HCM LOS definitions represent industry standards and they provide an accepted methodology using existing traffic counts, Metro Travel Demand Model predictions, and basic information (or assumptions) about geometry and signal timing.

However, no definitive guidelines provide specific rules to evaluate LOS to determine impacts. The potential LOS issue was addressed in different ways, but the basic questions answered were:

- What LOS (A through F) is acceptable?
- If there is a change in LOS (e.g., from A to B, or C to F), are certain changes acceptable (i.e., not an impact) and others are not?
- If the LOS does not change, but delay increases (e.g., LOS E goes from 58 to 62 seconds of delay per vehicle), what is the minimum threshold of delay increase that would be considered an impact?

1.6.11.1 Other Projects and Jurisdictional Guidance

Many jurisdictions within the Study Area do not address all (or any) of these issues within their corresponding policies or regulations. Therefore, quantitative LOS analyses required assumptions to determine impacts. Appendix A – Attachment 3 is a summary review of other relevant traffic studies in the vicinity. Each of these studies has similar characteristics: multimodal (rail or bus), multiple jurisdictions, and a broad study area. While there are some common approaches presented within Appendix A – Attachment 3, the approach for traffic analysis (and associated transportation analysis) varies from study to study. In general, traffic impacts were assessed at intersections using delay thresholds correlating to LOS, but the specific thresholds and criteria varied.

The next step was to consider the performance evaluation measures and impact criteria used by the jurisdictions in the Study Area. Table 1-3 summarizes that evaluation for the 15 cities, plus Metro and LA County. Methodologies were obtained from cities' general plans or transportation/traffic study guidelines. The table summarizes the methodology, impact determination, and LOS thresholds preferred by each city/agency.

Table 1-3 indicates that there is not one consistent methodology, impact determination, and LOS threshold in all the jurisdictions. While many use V/C analysis (ICU calculations) for signalized intersections, they do not have any means of determining impacts. Also, as described in Sections 1.6.9.2 and 1.6.9.3, V/C and ICU are not sensitive to the traffic impacts expected with the LPA.

Only the Cities of Los Angeles (LADOT 2016) and Paramount (2007), and LA County (1997), have defined procedures to determine traffic impacts. Paramount and LA County both use V/C and ICU methods. The former LADOT 2016 guidelines use LOS and provide a defined method.

1.6.11.2 Recommendation and Application of LADOT Guidelines for LOS Evaluation under NEPA

The conclusion from these assessments was that the best approach is to apply LADOT's 2016 *Transportation Impact Study Guidelines*, which represent an effective and accurate assessment methodology for potential delay-related traffic and transportation impacts that can be applied to the LPA. Also, these same procedures were applied in Metro's recent similar environmental study, the Metro L [Gold] Line Foothill Extension Phase 2B. Alternative approaches, given the extent of the Study Area and the number of local jurisdictions involved, made it impractical to use different guidelines for different jurisdictions.

The LADOT guidelines include different methods but provide guidance for use of the HCM method for signalized intersections to assess transportation infrastructure projects. Table 3 of the LADOT guidelines provides threshold values where impacts will occur if the LPA will result in the following delays at intersections included in the traffic analysis, under the “with Project” condition:

- If the LPA LOS is C and an increase in average delay of ≥ 6.0 seconds over No Build
- If the LPA LOS is D and an increase in average delay of ≥ 4.0 seconds over No Build
- If the LPA LOS is E or F and an increase in average delay of ≥ 2.5 seconds over No Build

1.6.11.3 Queuing Impact Evaluation

There may also be potential impacts related to queuing, particularly at intersections near new at-grade crossings, as described in Section 1.6.1. There are no formal criteria for evaluating queuing, especially because queues will be highly variable around train arrivals. LADOT’s 2016 guidance notes that other tools “may also be necessary to fully understand the effects of the Project in terms of queue lengths...” However, LADOT’s 2016 guidance document does not provide more specific details. Therefore, the assessment of queuing impacts identified locations where the projected 95th percentile queue will affect intersection operations, typically resulting when a queue at a crossing extends back to an adjacent intersection.

Table 1-3. Traffic Impact Analysis Metrics and Impact Criteria, by Study Area Jurisdiction

No.	City/Agency	Methodology		Impact Determination		Source
		Street Segment	Signalized Intersection	Street Segment	Signalized Intersection	
1	Los Angeles	Not specified	Vehicle Delay (HCM)	Not specified	Delay difference of 2.5 to 6 seconds, at LOS C to F	Transportation Impact Study Guidelines (LADOT 2016) (former guidelines)
2	Vernon	V/C	V/C (ICU)	Goal is LOS D or better (no definition for impacts)	Goal is LOS D or better (no definition for impacts)	General Plan (City of Vernon 2013)
3	Huntington Park	V/C	V/C (ICU)	Goal is LOS D or better (no definition for impacts)	Goal is LOS D or better (no definition for impacts)	General Plan (City of Huntington Park 1991)
4	Maywood	V/C	V/C (ICU)	Goal is LOS D or better (no definition for impacts)	Goal is LOS D or better (no definition for impacts)	General Plan (City of Maywood no date)
5	Bell	V/C	V/C (ICU)	Goal is LOS D or better (no definition for impacts)	Goal is LOS D or better (no definition for impacts)	General Plan (City of Bell 1996)
6	Cudahy	V/C	V/C (ICU)	Goal is LOS D or better (no definition for impacts)	Goal is LOS D or better (no definition for impacts)	General Plan (City of Cudahy 2016)
7	South Gate	V/C	V/C (ICU)	Goal is LOS D or better (no definition for impacts)	Goal is LOS D or better (no definition for impacts)	General Plan (City of South Gate 2009)
8	Bell Gardens	V/C	V/C (ICU)	Goal is LOS D or better (no definition for impacts)	Goal is LOS D or better (no definition for impacts)	General Plan (City of Bell Gardens 2016)
9	Lynwood	V/C	V/C (ICU)	Goal is LOS D or better (no definition for impacts)	Goal is LOS D or better (no definition for impacts)	General Plan (City of Lynwood 2003)
10	Downey	V/C	V/C (ICU)	Goal is LOS D or better (no definition for impacts)	Goal is LOS D or better (no definition for impacts)	General Plan (City of Downey 2005)

No.	City/Agency	Methodology		Impact Determination		Source
		Street Segment	Signalized Intersection	Street Segment	Signalized Intersection	
11	Paramount	V/C	V/C (ICU)	Goal is LOS E or better, except where base year is LOS F (increase in V/C of 0.04 to 0.1 at LOS C to F is considered an impact to the street segment)	Goal is LOS E or better, except where base year is LOS F (increase in V/C of 0.04 to 0.1 at LOS C to F is considered an impact to the signalized intersections)	General Plan (City of Paramount 2007)
12	Bellflower	V/C	V/C (ICU)	Goal is LOS C or better (no definition for impacts)	Goal is LOS D or better (no definition for impacts)	General Plan (City of Bellflower 1997)
13	Lakewood	V/C	V/C (ICU)	Goal is LOS D or better (no definition for impacts)	Goal is LOS D or better (no definition for impacts)	General Plan (City of Lakewood 2009)
14	Artesia	V/C	V/C (ICU)	Goal is LOS D or better (no definition for impacts)	Goal is LOS D or better (no definition for impacts)	General Plan (City of Artesia 2010)
15	Cerritos	V/C	V/C (ICU)	Goal is LOS D or better (no definition for impacts)	Goal is LOS D or better (no definition for impacts)	General Plan (City of Cerritos 2004)
16	Metro Congestion Management Program	V/C	V/C (ICU)	Goal is LOS E or better, except where base year is LOS F (no definition for impacts)	Goal is LOS E or better, except where base year is LOS F (no definition for impacts)	Congestion Management Program (Metro 2010)
17	LA County	V/C (two-lane road only)	V/C (ICU)	Increase in traffic of 1% to 4% at LOS C to F	Increase in V/C of 0.01 to 0.04 at LOS C to F	Traffic Impact Analysis Report Guidelines (LA County 1997)

Source: Compiled by Jacobs in 2020

Notes: HCM = Highway Capacity Manual; ICU = intersection capacity utilization; LA = Los Angeles; LADOT = Los Angeles Department of Transportation; LOS = level-of-service; V/C = volume/capacity

2 PROJECT DESCRIPTION

This section describes the No Build Alternative and the LPA studied in the WSAB Transit Corridor Final EIS/EIR, including station locations, and the MSF. The LPA was developed through a comprehensive alternatives analysis process and meets the purpose and need of the Project.

The No Build Alternative and LPA are generally defined as follows:

- **No Build Alternative:** Reflects the transportation network in the 2042 horizon year without the LPA. The No Build Alternative includes the existing transportation network along with planned transportation improvements that have been committed to and identified in the constrained *Metro 2009 Long Range Transportation Plan* (2009 LRTP) (Metro 2009) and SCAG's *2016-2040 RTP/SCS* (SCAG 2016), as well as additional projects funded by Measure M that would be completed by 2042.
- **LPA:** The LPA consists of a 14.5-mile LRT line that will extend from the northern terminus in the City of Los Angeles/Florence-Firestone community of LA County to a southern terminus in the City of Artesia.

Figure 2-1 illustrates the LPA. The northern terminus of the LPA will be located just south of the intersection of Long Beach Avenue and Slauson Avenue, connecting to the current Slauson/A Line Station. South of Slauson Avenue, the LPA will follow the UPRR-owned La Habra Branch² ROW east along Randolph Street. At the Ports-owned San Pedro Subdivision ROW, the LPA will turn southeast to follow the San Pedro Subdivision ROW and then transition to the PEROW south of the I-105 freeway. The LPA will then follow the Metro-owned PEROW to the southern terminus at the Pioneer Station in Artesia. Figure 2-2 depicts the alignment sections that will require freight track relocation. The LPA will be grade separated where warranted, as indicated on Figure 2-1.

² The La Habra Branch may also be referred to as the La Habra Subdivision. La Habra Branch is used within this document.

Figure 2-1. Locally Preferred Alternative Alignment by Grade



Source: WSP and TAHA 2023

Figure 2-2. Existing Rail Right-of-Way Ownership



Source: WSP and TAHA 2023

2.1 No Build Alternative

For the NEPA evaluation, the No Build Alternative is evaluated in the context of the existing transportation facilities in the project corridor (the corridor extends approximately 2 miles from each side of the four alternatives evaluated in the Draft EIS/EIR) and other capital transportation improvements and/or transit and highway operational enhancements that are reasonably foreseeable. Because the No Build Alternative provides the background transportation network against which the LPA's impacts are identified and evaluated, the No Build Alternative does not include the Project.

The No Build Alternative reflects the transportation network in 2042 and includes the existing transportation network along with planned transportation improvements that have been committed to and identified in the constrained Metro 2009 LRTP and the SCAG 2016 RTP/SCS, as well as additional projects funded by Measure M, a sales tax initiative approved by voters in November 2016. The No Build Alternative includes Measure M projects that are scheduled to be completed by 2042.

The required environmental baseline socioeconomic growth projections, including the reasonably foreseeable transportation network in 2042, were established in July 2017 when the preparation of the Draft EIS/EIR began. The SCAG 2016-2040 RTP/SCS was the adopted current regional growth forecast at the time the Draft EIS/EIR baseline was established. Specifically, the baseline year 2017 and future year 2042 population, housing, and employment are derived from the Transportation Analysis Zone-level estimates from the SCAG 2016-2040 RTP/SCS.

Table 2.1 lists the existing transportation network and planned improvements included as part of the No Build Alternative based on the Metro 2009 LRTP and SCAG 2016 RTP/SCS.

Table 2.1. No Build Alternative – Existing Transportation Network and Planned Improvements

Project	To / From	Location Relative to Study Area
Rail (Existing)		
Metro Rail System (LRT and Heavy Rail Transit)	Various locations	Within Study Area
Metrolink (Southern California Regional Rail Authority) System	Various locations	Within Study Area
Rail (Under Construction/Planned)¹		
Metro Westside D Line Extension	Wilshire/Western to Westwood/VA Hospital	Outside Study Area
Metro C Line Extension ² to Torrance	96th Street Station to Torrance	Outside Study Area
Metro C Line Extension	Norwalk to Expo/Crenshaw	Outside Study Area
Metro East-West Line/Regional Connector/Eastside Phase 2	Santa Monica to Lambert Road Santa Monica to Peck Road	Within Study Area
Metro North-South Line/Regional Connector/Foothill Extension to Claremont Phase 2B	Long Beach to Claremont	Within Study Area
Metro Sepulveda Transit Corridor	Metro G Line to Metro E Line	Outside Study Area

Project	To / From	Location Relative to Study Area
Metro East San Fernando Valley Transit Corridor	Sylmar to Metro G Line	Outside Study Area
Los Angeles World Airport Automated People Mover	96th Street Station to LAX Terminals	Outside Study Area
Metrolink Capital Improvement Projects	Various projects	Within Study Area
California High-Speed Rail	Burbank to LA LA to Anaheim	Within Study Area
Link US ³	LAUS	Within Study Area
Bus (Existing)		
Metro Bus System (including BRT, Express, and local)	Various locations	Within Study Area
Municipality Bus System ⁴	Various locations	Within Study Area
Bus (Under Construction/Planned)		
Metro G Line (BRT)	Del Mar (Pasadena) to Chatsworth Del Mar (Pasadena) to Canoga Canoga to Chatsworth	Outside Study Area
Vermont Transit Corridor (BRT)	120th Street to Sunset Boulevard	Outside Study Area
North San Fernando Valley BRT	Chatsworth to North Hollywood	Outside Study Area
North Hollywood to Pasadena	North Hollywood to Pasadena	Outside Study Area
Highway (Existing)		
Highway System	Various locations	Within Study Area
Highway (Under Construction/Planned)		
High Desert Multi-Purpose Corridor	SR-14 to SR-18	Outside Study Area
I-5 North Capacity Enhancements	SR-14 to Lake Hughes Road	Outside Study Area
SR-71 Gap Closure	I-10 to Rio Rancho Road	Outside Study Area
Sepulveda Pass Express Lane	I-10 to US-101	Outside Study Area
SR-57/SR-60 Interchange Improvements	SR-57/SR-60	Outside Study Area
I-710 South Corridor Project (Phases 1 and 2)	Ports of Long Beach and LA to SR-60	Within Study Area
I-105 Express Lane	I-405 to I-605	Within Study Area
I-5 Corridor Improvements	I-605 to I-710	Outside Study Area

Source: Metro 2018, WSP 2019

Notes: ¹ Where extensions are proposed for existing Metro rail lines, the origin/destination is defined for the operating scheme of the entire rail line following completion of the proposed extensions and not just the extension itself.

² The Metro C Line extension to Torrance includes new construction from Redondo Beach to Torrance; however, the line will operate from Torrance to 96th Street.

³ Link US rail walk times included only.

⁴ The municipality bus network system is based on service patterns for Bellflower Bus, Cerritos on Wheels, Cudahy Area Rapid Transit, Get Around Town Express, Huntington Park Express, La Campana, Long Beach Transit, Los Angeles Department of Transportation, Norwalk Transit System, and the Orange County Transportation Authority.

BRT = bus rapid transit; LA = Los Angeles; LAUS = Los Angeles Union Station; LAX = Los Angeles International Airport;

LRT = light rail transit; SR = State Route; VA = Veterans Affairs

2.2 Locally Preferred Alternative

2.2.1 Refinements to the Locally Preferred Alternative

The LPA evaluated in this report is Alternative 3 from the Draft EIS/EIR with refinements to address stakeholder coordination and comments on the Draft EIS/EIR. Refinements to the LPA include the following:

- Shift the Slauson/A Line aerial station platform south and add a second set of vertical circulation and pedestrian circulation elements between the Slauson/A Line Station and the existing A Line Station. Additionally, a set of stairs was added between the A Line station and street level.
- Swap the location of the freight and LRT tracks within the La Habra Branch ROW compared to the Draft EIS/EIR design. Freight tracks will be located on the north side of the ROW and LRT tracks on the south side to accommodate potential freight connectivity to an existing industrial track on the north side of the ROW.
- Open or close at-grade crossings and implement left-turn restrictions over the LRT tracks in the City of Huntington Park:
 - Open crossings previously proposed for closure at Albany Street and Rugby Boulevard
 - Close crossings previously proposed to remain open at Malabar Street and Arbutus Avenue
 - Implement left-turn restrictions at Santa Fe Avenue, Pacific Boulevard, Miles Avenue, and State Street
- Modify roadway design at the southeast corner of Florence Avenue and California Avenue to avoid partial acquisition of infrastructure related to a water well.
- Redesign a freight spur track connection north of Rayo Avenue on the west side of the freight tracks to avoid impacts to a spur track.
- Close the private at-grade crossing at Miller Way. The private business will be displaced by the Project.
- Extend the LRT viaduct north of Imperial Highway to avoid impacts to a spur track and full acquisition of a property.
- Reconfigure the I-105/C Line Station parking facility by removing dedicated transit parking on the west side of the freight tracks and expanding the parking facility on the east side of the freight tracks to the north; also add a new driveway entrance to the parking facility at Century Boulevard.
- Eliminate demolition and reconstruction of the Arthur Avenue and Façade Avenue bridges; modify Façade Avenue to an emergency exit only from the I-105/C Line infill station (rather than a station entrance and exit).
- Modify the replacement freight bridge at I-105 to a four-span structure, consistent with the current bridge, rather than the previously proposed two-span structure.
- Replace the proposed pedestrian undercrossing with a pedestrian bridge at Paramount High School that will span the entire rail ROW.
- Realign the MSF site entrance on Somerset Boulevard to align with Bayou Avenue to allow for a signalized pedestrian crossing of Somerset Boulevard.
- Add protected left turn and a traffic signal on Clark Avenue at Los Angeles Street to accommodate dedicated turning movements to the community.

- Modify alignment of the LRT tracks and soundwall at the Bellflower Mobile Home Park to minimize parking loss and provide replacement parking elsewhere on the property to maintain the existing number of parking spaces.
- Redesign retaining walls on the southeast side of the 183rd Street/Gridley Road crossing from retained fill to columns.
- Incorporate the Artesia Historic District Recreation Trails as an existing, rather than future, condition in the Final EIS/EIR plan set.
- Add a design option that will close 186th Street but keep 187th Street open to traffic in the City of Artesia, and turn Corby Avenue into a cul-de-sac with an access driveway for the existing business.
- Modify the entrance to the Pioneer Station parking structure to align with Solana Place and shift structure north to provide alley egress resulting in an additional level on the Pioneer parking structure to maintain the number of parking spaces identified in the Draft EIS/EIR.
- Extend the median located north of the LRT tracks at the Pioneer Boulevard grade crossing to prohibit left turns from a shopping center driveway along the east side.
- Incorporate Mitigation Measures NOI-4 (Crossing Signal Bell Shrouds) and NOI-5 (Gate-Down-Bell-Stop Variance), recommended in the Draft EIS/EIR to further reduce noise at grade crossings, as Project Measure NOI PM-1 and NOI PM-2 in the Final EIS/EIR to be implemented as part of the LPA.
- Add Project Measure VA PM-8 (Residential Screening for Aerial Structures), which requires privacy screening along portions of the aerial structure adjacent to the rear of residential properties in the Cities of Paramount, Bellflower, and Cerritos if the soundwall in those locations will not be sufficiently tall to provide similar privacy screening.
- Add Project Measures BIO PM-1 (Invasive Plant Species Best Management Practices) and BIO PM-2 (Prohibition of Invasive Plant Species in Landscape Plans) to provide options to minimize the spread of invasive species during construction and prohibit the inclusion of invasive species in landscape plans; add Project Measure BIO PM-3 (LA Metro Tree Policy) to require adherence to LA Metro Tree Policy, adopted by Metro in October 2022.
- Add Project Measure CR PM-1 (Secretary of the Interior Standards Design Review), which requires review and approval of the design of the new LRT bridge and C Line station that will be constructed within the Century Freeway-Transitway Historic District and extension of the Union Pacific LA River Rail Bridge's existing concrete piers by a professional who meets the Secretary of the Interior's Professional Qualification Standards in architectural history, history, or architecture.

Refinements also included the following modifications to construction laydown/staging areas:

- Relocate the construction laydown area near State Street and Randolph Street to east of State Street in the railroad ROW.
- Relocate the laydown area at the southeast corner of Imperial Highway and Garfield Place to north of Imperial Highway within the San Pedro Subdivision ROW.
- Locate a construction laydown/staging area on the east side of the ROW between Rayo Avenue and Southern Avenue.

Additionally, refinements included changes to traction power substations (TPSS) site locations:

- Relocate TPSS Site 14 from the northwest corner of Randolph Street and State Street to the east within railroad ROW.
- Eliminate optional TPSS Sites 16E and 12E in the City of Huntington Park.
- Add Optional TPSS Site 7E within the reconfigured parking facility east of the tracks at the I-105/C Line Station parking facility.
- Relocate the proposed TPSS Site 2 from the northwest side of the intersection of 183rd Street/Gridley Road to the southeast side.

2.2.2 Alignment Configuration

This section summarizes the LPA alignment. The general characteristics of the LPA are summarized in Table 2.2. Figure 2-3 illustrates the freeway crossings along the alignment. Additionally, the LPA will require relocation of existing freight rail tracks within the ROW to maintain existing operations where freight tracks will be in a shared corridor with the LRT tracks. Figure 2-2 depicts the alignment sections that will require freight track relocation.

Table 2.2. Summary of LPA Components

Component	Quantity
Alignment length	14.5 miles
Length of at-grade and aerial	12.1 miles at-grade; 2.4 miles aerial ¹
Station configurations	9 along WSAB alignment, 1 at-grade infill station along C Line 3 aerial; 6 at-grade
Parking facilities	5 total: 4 surface lots and 1 parking structure (approximately 2,800 spaces)
At-grade crossings	30
Elevated street crossings	15
Freight crossings	6
Freeway crossings	4 (1 aerial/overcrossing at I-105; 3 freeway undercrossings ² at I-710, I-605, SR 91)
Freight realignment	8.7 miles
River crossings	3 (Rio Hondo, LA River and San Gabriel)
TPSS facilities	17
Maintenance and Storage Facility site	1 (City of Bellflower)

Source: WSP 2023

Notes: ¹ Alignment configuration measurements count retained fill embankments as at-grade.

² The light rail tracks crossing beneath freeway structures.

LA = Los Angeles; TPSS = traction power substation; WSAB = West Santa Ana Branch

Figure 2-3. Freeway Crossings



Source: WSP 2023

The total alignment length of the LPA will be approximately 14.5 miles, consisting of approximately 12.1 miles of at-grade and 2.4 miles of aerial alignment. The LPA will include nine new LRT stations along the WSAB alignment, of which six will be at-grade and three will be aerial. Additionally, the Project will add one new infill station along the C Line at I-105 to allow transfers between the WSAB alignment and the C Line. Five of the stations will include parking facilities, providing a total of approximately 2,800 dedicated transit parking spaces. Four of the parking facilities will be surface lots and the fifth will be a parking structure. The alignment will include 30 at-grade crossings, 4 freeway crossings (3 freeway undercrossings and 1 aerial freeway crossing), 3 river crossings, 15 aerial road crossings, and 6 freight crossings. The following further describes the LPA along the alignment.

Northern terminus (City of Los Angeles/Florence-Firestone community of LA County): The northern terminus of the LPA will begin at the Slauson/A Line Station, which will serve as a transfer point to the Metro A Line. Transfers between the Slauson/A Line Station and the existing Metro A Line will be accommodated via two pedestrian bridges between the two station platforms. The pedestrian bridges will be located at the southern and northern ends of the platforms and will be accessed by stairs, escalators, and/or elevators. Stairs, escalators, and/or elevators will also connect with the street level on the north side of the station, while stairs will connect with the street level on the south side of the station. An additional set of stairs will be added to the existing A Line Station providing access to street level. Tail tracks³ accommodating layover storage for a three-car train will extend approximately 1,000 feet north from the station.

La Habra Branch ROW⁴ (City of Huntington Park): South of the Slauson/A Line Station, the alignment will turn east along the existing UPRR owned La Habra Branch ROW in the median of Randolph Street. The alignment will be on the south side of the La Habra Branch ROW, and the freight tracks will be realigned but remain in the northern portion of the ROW. The alignment will transition to an at-grade configuration west of Alameda Street and will proceed east along the Randolph Street median. Wilmington Avenue, Regent Street, and Malabar Street will be closed to traffic crossing the ROW, altering the intersection design to a right-in, right-out configuration. The Pacific/Randolph Station will be located just east of Pacific Boulevard. From the Pacific/Randolph Station, the alignment will continue east at-grade. Arbutus Avenue and Rita Avenue will be closed to traffic crossing the ROW, altering the intersection design to a right-in, right-out configuration.

San Pedro Subdivision ROW (Cities of Huntington Park, Bell, Cudahy, South Gate, Downey, and Paramount): At the San Pedro Subdivision ROW, the alignment will transition to an aerial configuration and turn south to cross over Randolph Street and the freight tracks, returning to an at-grade configuration north of Gage Avenue. The alignment will be located on the east side of the existing San Pedro Subdivision ROW freight tracks, and the existing track(s) will be relocated to the west side of the ROW. The alignment will continue at-grade within the San Pedro Subdivision ROW to the at-grade Florence/Salt Lake Station south of Florence Avenue.

³ Tail tracks are additional tracks that extend beyond the end of the mainline tracks and can be used for temporarily parking, storing, or reversing the direction of trains. While the tracks are designed to allow for layover if needed, trains will not sit at the end of the line.

⁴ The La Habra Branch may also be referred to as the La Habra Subdivision. La Habra Branch is used within this document.

The alignment will continue southeast from the at-grade Florence/Salt Lake Station within the San Pedro Subdivision ROW, crossing Otis Avenue, Santa Ana Street, and Ardine Street at-grade. The alignment will be located on the east side of the existing San Pedro Subdivision freight tracks, and the existing tracks will be relocated to the west side of the ROW. South of Ardine Street, the alignment will transition to an aerial structure to cross over the existing UPRR tracks and Atlantic Avenue. The Firestone Station will be located on an aerial structure between Atlantic Avenue and Firestone Boulevard. The Firestone Station will include a dedicated transit parking facility providing approximately 600 parking spaces with a vehicle underpass under the freight tracks to access the parking facility.

The alignment will then cross over Firestone Boulevard and transition back to an at-grade configuration prior to crossing Rayo Avenue at-grade. The alignment will continue south along the San Pedro Subdivision ROW, crossing Southern Avenue at-grade and continuing at-grade until it transitions to an aerial configuration to cross over the LA River. The LRT bridge will be constructed next to the existing freight bridge. South of the LA River, the alignment will transition to an at-grade configuration, then passing under the I-710 freeway through a new box tunnel structure. The alignment will then return to an aerial structure to cross over the Rio Hondo Channel. South of the Rio Hondo Channel, the alignment will transition to an aerial structure to cross over a realigned spur track, Imperial Highway and Garfield Avenue. South of Garfield Avenue, the alignment will transition to an at-grade configuration and serve the Gardendale Station north of Gardendale Street.

From the Gardendale Station, the alignment will continue south in an at-grade configuration, crossing Gardendale Street and Main Street to serve the I-105/C Line Station, which will be located at-grade north of Century Boulevard. The I-105/C Line Station will include a dedicated transit parking facility providing approximately 340 to 360 parking spaces, depending on the location of the TPSS. The alignment will continue at-grade, crossing Century Boulevard, then will cross over the I-105 freeway in an aerial configuration within the existing San Pedro Subdivision ROW bridge footprint. A new Metro C Line Station will be constructed in the median of the I-105 freeway. The I-105/C Line Station will be connected to the new infill C Line Station in the middle of the freeway via a pedestrian walkway on the new LRT bridge. Vertical pedestrian access will be provided from the LRT bridge to the new C Line Station platform via stairs, escalators, and/or elevators. Emergency egress from the C Line Station will also be provided at Façade Avenue via stairs and elevators. To accommodate construction of the new station platform, the existing Metro C Line tracks will be widened and, as part of the I-105 Express Lanes Project, the I-105 lanes will be reconfigured.

PEROW (Cities of Paramount, Bellflower, Cerritos, and Artesia): South of the I-105 freeway, the alignment will continue at-grade within the San Pedro Subdivision ROW. In order to maintain freight operations and allow for freight train crossings, the alignment will transition to an aerial configuration as it turns southeast and enter the PEROW. The existing freight track will cross beneath the aerial alignment and align on the north side of the PEROW east of the San Pedro Subdivision ROW. The Paramount/Rosecrans Station will be located in an aerial configuration west of Paramount Boulevard and north of Rosecrans Avenue. The existing freight track will be relocated to the northeast side of the alignment adjacent to the viaduct structure. The Paramount/Rosecrans Station will include a dedicated transit parking facility providing approximately 490 parking spaces located south of the alignment between Los Angeles Department of Water and Power property and Rosecrans Avenue.

The alignment will continue southeast in an aerial configuration over the Paramount Boulevard/Rosecrans Avenue intersection and descend to an at-grade configuration. The alignment will return to an aerial configuration to cross over Downey Avenue descending back to an at-grade configuration north of Somerset Boulevard. The existing Paramount High School pedestrian bridge will be reconstructed over the LPA and freight tracks to maintain the connection between Paramount High School and the athletics fields. One of the adjacent freight storage tracks at the World Energy facility will be relocated to accommodate the new LRT tracks and maintain storage capacity. There are no active freight tracks south of the World Energy facility (Somerset Boulevard).

The alignment will cross Somerset Boulevard at-grade. South of Somerset Boulevard, the at-grade alignment will parallel the existing Bellflower Bike Trail that is currently aligned on the south side of the PEROW. The alignment will continue at-grade crossing Lakewood Boulevard, Clark Avenue, and Alondra Boulevard. The at-grade Bellflower Station will be located west of Bellflower Boulevard. The Bellflower Station will include a dedicated transit parking facility providing approximately 260 parking spaces.

East of Bellflower Boulevard, the Bellflower Bike Trail will be realigned to the south side of the PEROW to accommodate an existing historic building located near the southeast corner of Bellflower Boulevard and the PEROW. The realigned bike trail will then match the existing bike trail east of the historic building near Bellflower Boulevard. The LRT alignment will continue southeast within the PEROW and transition to an aerial configuration near Cornuta Avenue, crossing over Flower Street and Woodruff Avenue. The alignment will return to an at-grade configuration south of Woodruff Avenue. South of Woodruff Avenue, the Bellflower Bike Trail will be realigned along the north side of the PEROW. Continuing southeast, the LRT alignment will cross under the SR-91 freeway in an existing undercrossing. The alignment will cross over the San Gabriel River on a new bridge, replacing the existing abandoned freight bridge. South of the San Gabriel River, the alignment will transition back to an at-grade configuration before crossing Artesia Boulevard at-grade.

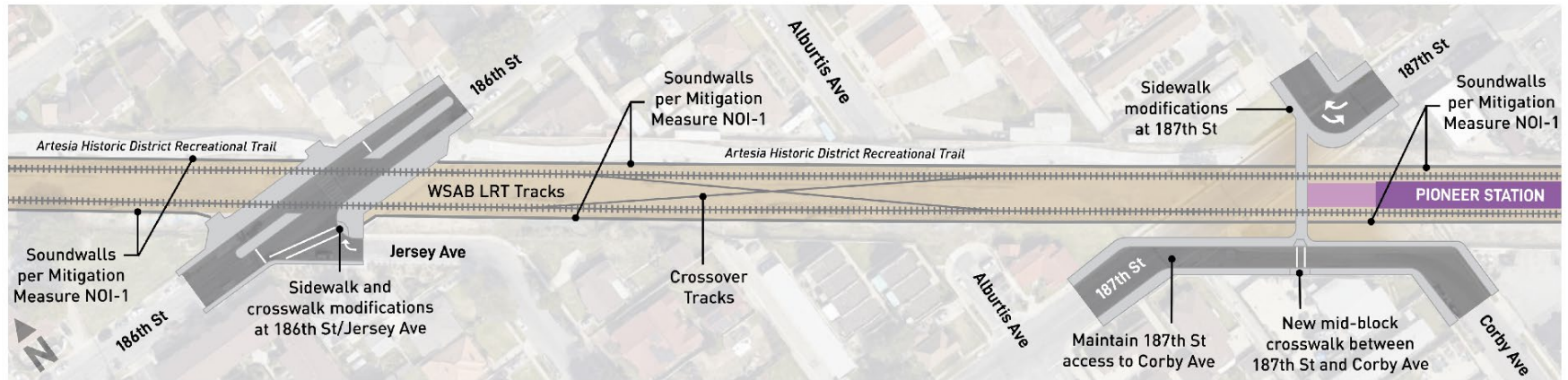
East of Artesia Boulevard, the alignment will cross beneath the I-605 freeway in an existing underpass. Southeast of the underpass, the alignment will continue at-grade, crossing Studebaker Road. North of Gridley Road, the alignment will transition to an aerial configuration to cross over 183rd Street and Gridley Road. The alignment will return to an at-grade configuration and cross 186th Street and 187th Street at-grade. The alignment will then pass through the Pioneer Station on the north side of Pioneer Boulevard at-grade. The Pioneer Station will include a dedicated transit parking facility providing approximately 1,100 parking spaces. Tail tracks accommodating layover storage for a three-car train will extend approximately 1,000 feet south from the station, crossing Pioneer Boulevard and terminating north of South Street.

2.2.3 Design Option – Close 186th Street

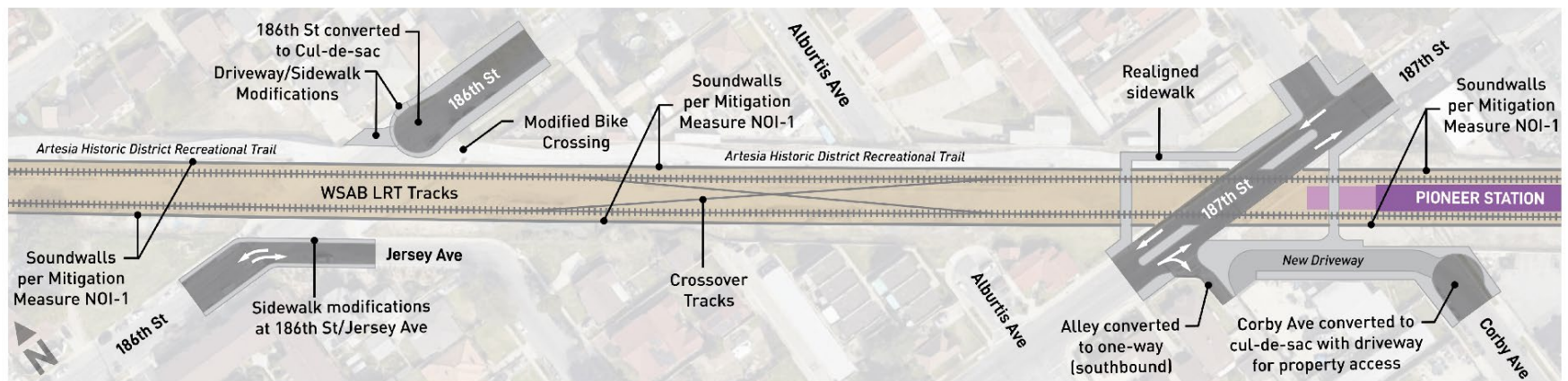
The LPA includes one design option:

- **Design Option:** Close 186th Street – The design option would close 186th Street but keep 187th Street open to traffic in the City of Artesia. Corby Avenue would become a cul-de-sac with an access driveway for the existing business (Figure 2-4).

Figure 2-4. Locally Preferred Alternative and Design Option: Close 186th Street



Locally Preferred Alternative



Design Option 1: Close 186th Street

Source: Cityworks Design and WSP 2023

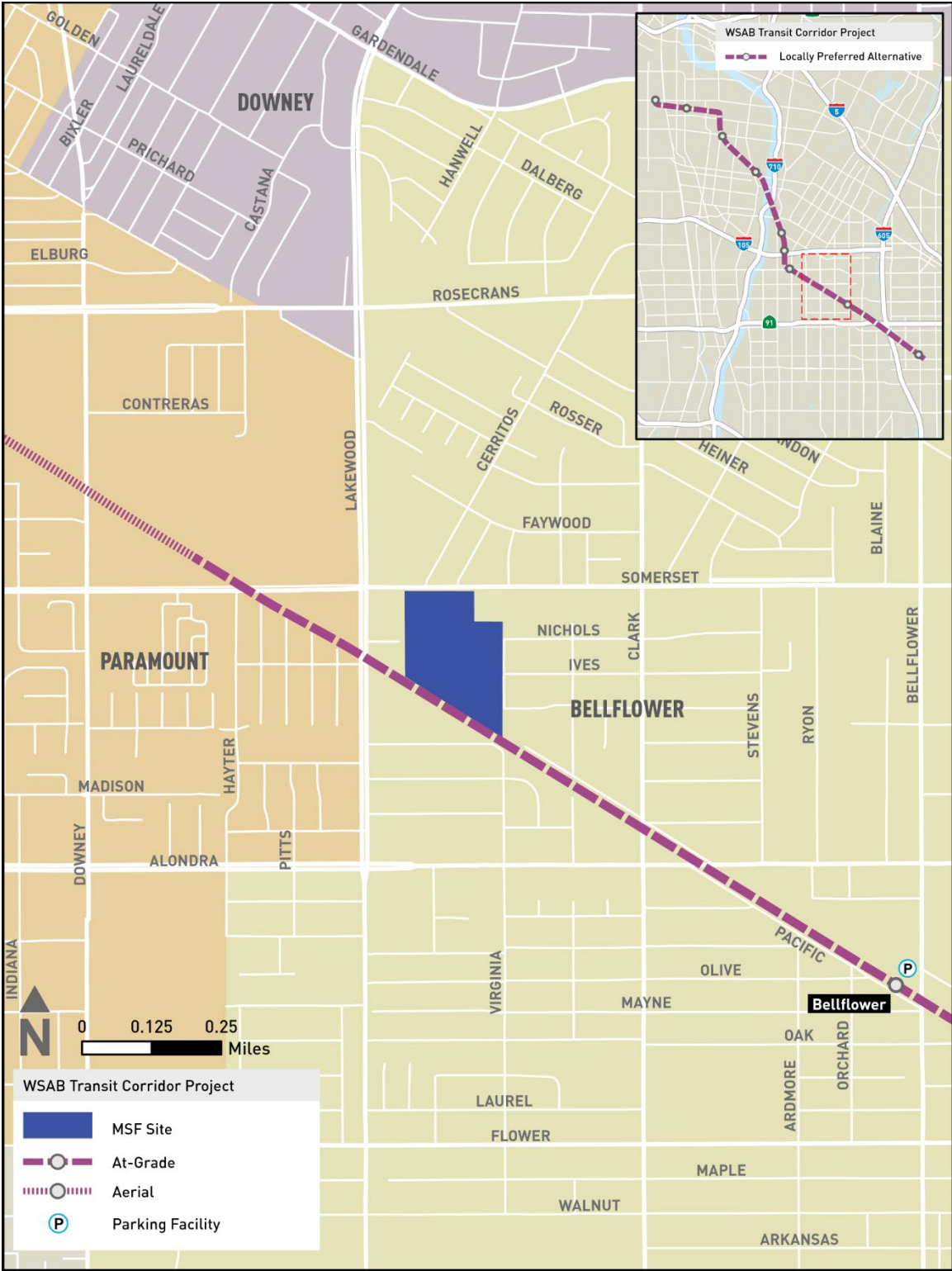
2.2.4 Maintenance and Storage Facility

Generally, each LRT project requires an MSF facility to provide daily servicing and cleaning, inspection and repairs, and storage of light rail vehicles (LRVs). Activities may take place in the MSF throughout the day and night depending upon train schedules, workload, and the maintenance requirements.

In January 2022, the Metro Board identified the Bellflower MSF as the WSAB Project's MSF site. The MSF site is located in the City of Bellflower and is bounded by a mobile home community and industrial facilities to the west, Somerset Boulevard and apartment complexes to the north, residential homes to the east, and the PEROW and Bellflower Bike Trail to the south. Access to the site will be via a signalized driveway at Somerset Boulevard and Bayou Avenue (Figure 2-5). In total, the MSF site is approximately 21 acres and could accommodate up to 80 LRVs to serve the Project's operations plan.

The MSF will have storage tracks, each with sufficient length to store three-car train sets and a maintenance-of-way vehicle storage. The facility will include a main shop building with administrative offices, a cleaning platform, a TPSS, employee parking, a vehicle wash facility, a paint and body shop, and other facilities as needed. The east and west yard leads (i.e., the tracks leading from the mainline to the facility) will have sufficient length for a three-car train set.

Figure 2-5. Maintenance and Storage Facility Site



Source: WSP and TAHA 2023

3 REGULATORY FRAMEWORK

This section provides federal, state, and regional/local regulations that are applicable to the transportation system assessment of the WSAB Transit Corridor Study Area.

3.1 Federal

In July 1999, the U.S. Department of Transportation issued an Accessibility Policy Statement pledging a fully accessible multimodal transportation system. Accessibility in federally assisted programs is governed by the U.S. Department of Transportation regulations (49 Code of Federal Regulations Part 27) implementing Section 504 of the Rehabilitation Act (29 United States Code 794). The Federal Highway Administration has enacted regulations for the implementation of the Americans with Disabilities Act (ADA), including a commitment to build transportation facilities that provide equal access for all persons. These regulations require application of the ADA requirements to federal-aid projects, including transportation enhancement activities.

NEPA does not include specific guidance or direction with respect to the evaluation of alternatives and their relative effects on traffic and transportation. Guidance information was reviewed from Federal Transit Administration publications on transportation impact assessments on transit operation, traffic circulation, and parking. In addition, the Federal Highway Administration guidance on full consideration regarding safe accommodation of pedestrians and bicyclists during the development of federal-aid highway projects (see 23 Code of Federal Regulations 652) was considered. It further directs that the special needs of the elderly and the disabled must be considered in all federal-aid projects that include pedestrian facilities.

3.2 State

CEQA, as amended, establishes environmental guidelines for the analysis and the threshold-based determinations regarding potentially significant environmental impacts. The specifically applicable significance criteria developed using guidance provided in the most recently updated (December 2018) version of the CEQA Appendix G (California Code of Regulations Title 14 Section 15000 et seq.) and relevant local policies are discussed in Section 3.3. Effects of the construction and long-term operation of the LPA on transportation and circulation were considered and incorporated, as applicable.

Assembly Bill 1358, the Complete Streets Act, requires cities and counties to include Complete Streets policies as part of their general plans so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, children, older people and people with disabilities, as well as motorists. Any substantive revision of the circulation element in the general plan of a California local government will include Complete Streets provisions.

Senate Bill 743, which was codified in Public Resources Code Section 21099, requires the Governor's Office of Planning and Research (OPR) to establish new CEQA Guidelines "for determining the significance of transportation impacts of projects within transit priority areas. Those criteria shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." The new criteria required a move away from vehicle delay and LOS and a move toward more

multimodal concepts “that may include, but are not limited to, vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated.”

In 2018, Section 15064.3 was added to the CEQA Guidelines to reflect the provisions of Senate Bill 743. The section addresses both land use and transportation projects, and broadly describes the methodology, including the potential for qualitative analysis used to assess VMT. The overall guidance for transportation projects is that they are presumed to have a less than significant project impact if they reduce VMT (CEQA Guidelines, Section 15064.3(b)(2)). Agencies are given “broad discretion” to select the methodology for analysis, or even apply a qualitative approach. As described in Section 1.6.7, the transportation impact analysis and determinations methodology have used a VMT-based approach.

The California Department of Transportation (Caltrans) has jurisdiction over the construction and maintenance of state highways and freeways within the Study Area. Caltrans also coordinates several statewide transportation programs that directly impact the circulation system in the region. These include the State Transportation Improvement Program, the Congestion and Mitigation and Air Quality Program, and the Traffic Congestion Relief Program.

3.3 Regional/Local

Relevant planning documents include regional transportation plans prepared by SCAG and Metro, as well as general plans and specific plans for each of the affected jurisdictions in the Study Area. The general plans, circulation elements and corresponding specific plans for LA County and the cities in the Study Area provide the local regulatory framework and policies related to transportation and traffic issues. The bicycle master plan for each jurisdiction guides the development of a bicycle network in that jurisdiction.

The Regional Transportation Improvement Plan (RTIP) is a capital listing of all transportation projects proposed over a six-year period for the SCAG region. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities. The projects include highway improvements; transit, rail, and bus facilities; high-occupancy vehicle lanes; signal synchronization; intersection improvements; and freeway ramps. In the SCAG region, an RTIP update is produced every other year on an even-year cycle. The RTIP is prepared to implement projects and programs listed in the RTP and developed to comply with state and federal requirements. Projects that are anticipated to receive federal funding or are subject to a federally required action are added to the Federal Transportation Improvement Program. These includes regionally significant transportation projects where approvals from federal funding agencies are required, regardless of funding sources. County transportation commissions propose county projects from city and local submittals using the current RTP policies, programs, and projects as a guide. Locally prioritized project lists are forwarded to SCAG for review. From this list, SCAG develops the RTIP based on consistency with the current RTP, inter-county connectivity, financial constraints, and air quality conformity satisfaction. Identified RTIP/SCAG roadway improvements will be assumed in the analysis and modeling of future scenarios.

In January 2018, the Metro Board adopted the Supportive Transit Parking Program Master Plan (Metro 2017b). The Master Plan was developed to create a roadmap for parking management policies, planning, enforcement, operations, maintenance, and the technologies required to improve and maximize the benefits of Metro's parking assets.

Each jurisdiction has different approaches for identifying transportation (circulation) deficiencies. Discussion of the coordinated and consistent approach for analysis across these jurisdictions is included in Section 1.6.

4 AFFECTED ENVIRONMENT/EXISTING CONDITIONS

This section provides an assessment of existing conditions, including travel demand, the roadway network (freeway, arterials and local roads, and intersections), transit service (rail and bus), active transportation (bicycle and pedestrian travel), parking, and freight.

The NOP for the Project was issued on May 25, 2017, as such, the year 2017 was selected to represent existing conditions. The existing conditions assessment was based on best available data available from either 2016 or 2017, depending on availability. Traffic data were collected in late 2016 and early 2017. As described in Section 1.6.1, additional traffic counts were collected in 2022 for the new intersections added in response to the Draft EIS/EIR public review comments. Transit data were gathered in 2017, but the Metro Travel Demand Model (described in Section 4.1) uses a base year of 2016. (Where data sources for existing conditions are referenced, the exact year [2016 or 2017] is noted.) Parking data were gathered in 2017. As described in Section 1.6.4, additional parking data were gathered in 2023.

4.1 Travel Demand in the Corridor

To determine major travel patterns within the Study Area, data from Metro's Travel Demand Model: Corridors Base Model 2018 (CBM18a) were extracted. The model was calibrated to 2012 and validated to 2017 conditions using the substantial amount of available data and information on the travel behavior and travel patterns of Southern California transit riders.

The model has been applied to provide forecast demands on other corridors in the region. Travel characteristics for this model were derived from Metro trip tables, which are based on the 2016 RTP/SCS trip tables. The model is documented in the *Corridors Base Model 2018 Calibration and Validation Report* (Metro 2019).

According to these existing conditions trip tables, there were 6.4 million daily person trips in the Study Area. Of the 6.4 million daily trips:

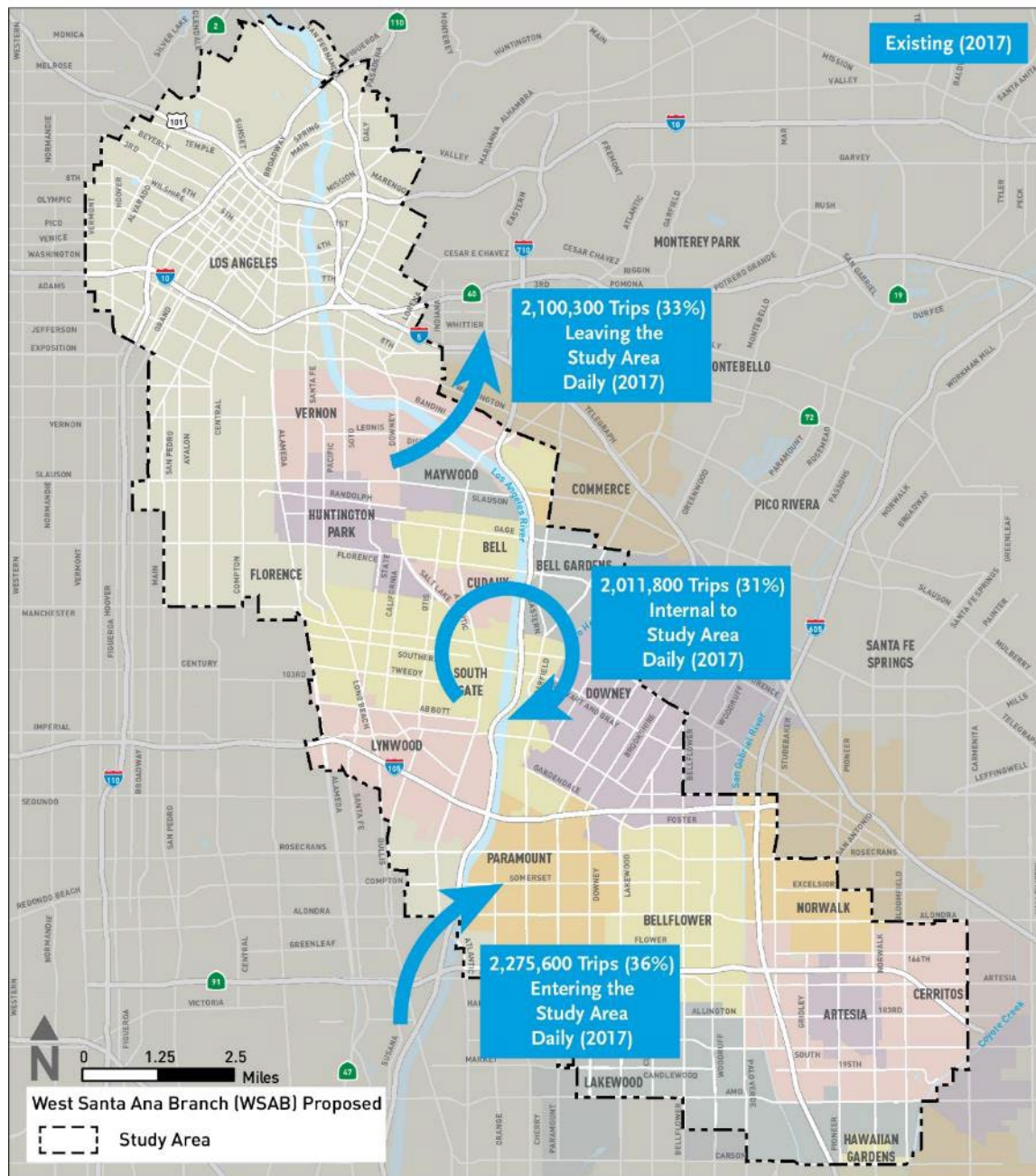
- 2.1 million (33 percent) of the trips are round trips from origins inside the Study Area to destinations outside the area (i.e., the trip leaves the Study Area).
- 2.0 million (31 percent) of the trips are round trips from origins within the Study Area to destinations within the area (i.e., the trip is internal to the Study Area).
- 2.3 million (36 percent) of the trips are round trips from origins outside the Study Area to destinations inside the area (i.e., the trip enters the Study Area).

Figure 4-1 illustrates trip patterns in the Study Area.

The Study Area is an important transit corridor, accounting for nearly 28 percent (494,000 transit trips) of the SCAG region's transit trips. Figure 4-2 illustrates the distribution of these transit trips. Of these 494,000 transit trips:

- 148,000 (30 percent) trips originate in the Study Area and are destined for locations outside the Study Area (i.e., the transit trips leaving the Study Area).
- 208,000 (42 percent) trips are attracted to the Study Area from points outside the Study Area (i.e., the transit trips entering the Study Area).
- 138,000 (28 percent) trips stay within the Study Area (i.e., the transit trips internal to the Study Area).

Figure 4-1. Existing (2017) Daily Person Trips Internal, Leaving and Entering the Study Area



Source: Metro 2021

These percentages illustrate the diverse needs for providing high-quality transit service throughout the Study Area and to/from regional connections and population/employment centers.

4.2 General Corridor-Wide Roadway Network Conditions

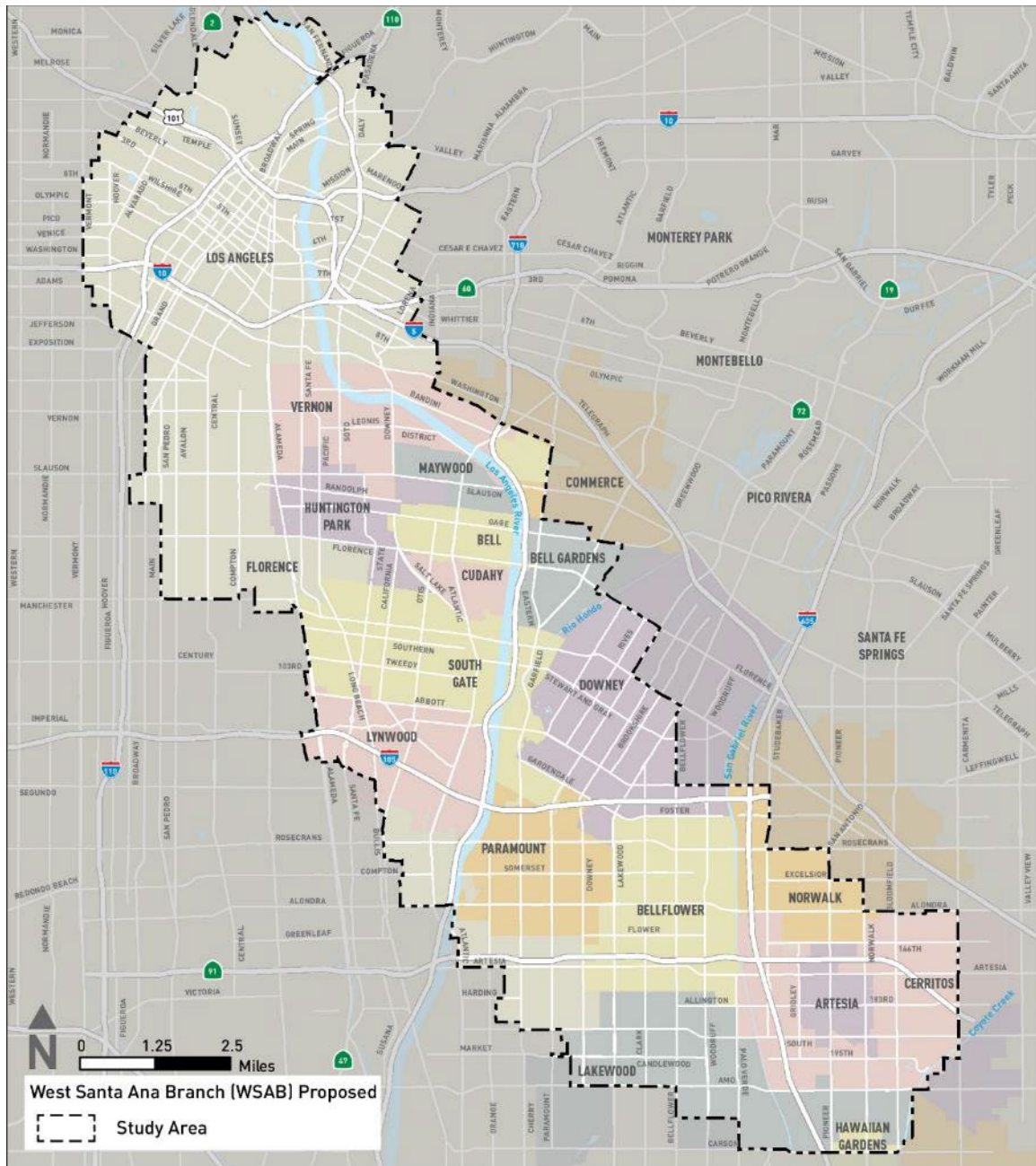
The roadway network includes a wide range of facilities: freeways, arterials, local roads, and intersections.

4.2.1 Freeways, Arterials, and Local Roads

The Study Area is served by an extensive freeway system that provides access to areas throughout LA County and the Southern California region. As Figure 4-3 illustrates, the following eight freeways are located within the Study Area:

- **Interstate (I)-5/Santa Ana Freeway:** This freeway runs through the Study Area at a northwest-southeast diagonal for 6 miles. This freeway forms a majority of the eastern Study Area boundary. I-5 connects LA County internally, north to the Central Valley and Sacramento, and south to Orange County and San Diego.
- **I-710/Long Beach Freeway:** This north-south freeway runs through the middle of the Study Area for 8.5 miles. It connects Long Beach and the Ports of Long Beach and Los Angeles north to its current terminus in the City of Alhambra in the San Gabriel Valley.
- **I-605/San Gabriel Freeway:** This north-south freeway passes through the southern end of the Study Area for 4 miles. It connects to I-210 in the San Gabriel Valley to the north, and to I-405 at the boundary between Los Angeles and Orange Counties to the south.
- **I-110/Harbor Freeway:** This north-south freeway crosses the northwest end of the Study Area for 6 miles. It connects to I-10 in the north and I-105 and I-405 in the south.
- **I-105/Glenn Anderson or Century Freeway:** This east-west freeway crosses in the southern end of the Study Area for 8.5 miles. It connects to I-605 in the east and I-405 in the west, ending west of I-405 in the Los Angeles International Airport (LAX) area. The Metro C (Green) Line operates in the freeway median west from the City of Norwalk to the LAX area.
- **State Route (SR)-91/Artesia Freeway:** This east-west freeway operates through the southern end of the Study Area for 8.5 miles. It connects Los Angeles, Orange, Riverside, and San Bernardino Counties from the I-110/Harbor Freeway in the South Bay east to downtown San Bernardino.
- **I-10/San Bernardino Freeway:** This east-west freeway crosses the northern end of the Study Area for 8 miles. It provides access to I-710, near City Terrace, and I-110 in the northwest end of the Study Area.
- **U.S. Highway (US)-101/Hollywood Freeway:** This freeway runs through the northern part of the Study Area at a northwest-southeast diagonal for 4 miles. It continues from central LA County, near downtown LA (East LA interchange area) north to the Central Coast and San Francisco.

Figure 4-3. Existing Freeway and Highway System



Source: Prepared by WSP in 2020

Table 4-1 lists the major roadway facilities (both freeways and arterials) for each of the 12 cities and local communities within the Study Area. These are regional roadways that have a notable amount of vehicular activity and connect to the local roads where impacts (see Section 1.6) are most likely to occur at the intersection level. Affected intersections are described in Section 4.2.2.

Table 4-1. Major Roadway Facilities within the Study Area

City/Community	Major Roadway Facilities
Downtown Los Angeles	I-10, I-110, US-101
Boyle Heights	US-101, I-10, I-5, SR-60, Olympic Boulevard
Central Alameda*	Alameda Street
South Park	E. Martin Luther King Jr. Boulevard
Florence-Graham* (Florence-Firestone)	Firestone Boulevard, Florence Avenue, Central Avenue, Long Beach Avenue
Vernon*	I-710, S. Soto Street, S. Downey Road
Maywood*	S. Atlantic Boulevard, I-710
Huntington Park*	Alameda Street, Pacific Boulevard
Bell*	Atlantic Boulevard, I-710
Bell Gardens*	I-710, Florence Avenue
Cudahy*	Atlantic Boulevard, I-710
South Gate*	I-710, Long Beach Boulevard, Firestone Boulevard
Downey*	I-605, I-105, I-710, I-5
Lynwood*	I-710, I-105, Long Beach Boulevard, Alameda Street, Imperial Highway
Paramount*	I-105, I-710, Rosecrans Avenue, Paramount Boulevard
Bellflower*	SR-91, I-105, I-605, Rosecrans Avenue
Norwalk*	SR-91, I-5, I-105, I-605, Rosecrans Avenue
Cerritos*	I-605, SR-91, Artesia Boulevard
Lakewood*	I-605, Del Amo Boulevard
Artesia*	SR-91, I-605, Pioneer Boulevard

Source: Arellano Associates 2016, updated by Jacobs in 2023

Notes:

* The major roadways in this city/community cross the LPA alignment.

Existing traffic volumes (vehicles per day) and truck percentages for each freeway are listed in Table 4-2 and displayed on Figure 4-4. Figure 4-4 also displays the major arterial traffic volumes. As reflected in Table 4-2, freeway segments in the Study Area carry between 130,000 and 300,000 vehicles per day (both directions). These volumes were compiled using Caltrans' traffic census data (Caltrans 2016a, 2016b). Segments of I-10, I-110, I-605, and I-5 have the highest traffic volumes, but all freeways carry consistently high volumes. For comparison, the highest-volume freeway in the State of California is I-405 (at Seal Beach Boulevard in Orange County) with a volume of 377,600 vehicles per day in 2016 (Caltrans 2016a, 2016b).

Table 4-2. Existing Average Annual Daily Traffic Volumes and Average Truck Percentages on Freeways (2016)

Freeway	From	To	AADT Volumes* (minimum – maximum)	Average Truck % (minimum – maximum)
I-5	I-710	SR-2	221,000 – 287,000	5 – 8
I-710	SR-91	I-5	204,000 – 241,000	8 – 9
I-605	Carson Road	I-105	186,000 – 298,000	5 – 6
I-110	I-10	I-5	160,000 – 291,000	1 – 3
I-105	I-110	I-605	195,000 – 240,000	5 – 9
SR-91	I-710	I-605	259,000 – 277,000	8
I-10	I-110	I-710	255,000 – 307,000	3 – 6
US-101	I-5	SR-2	136,000 – 266,000	3 – 4

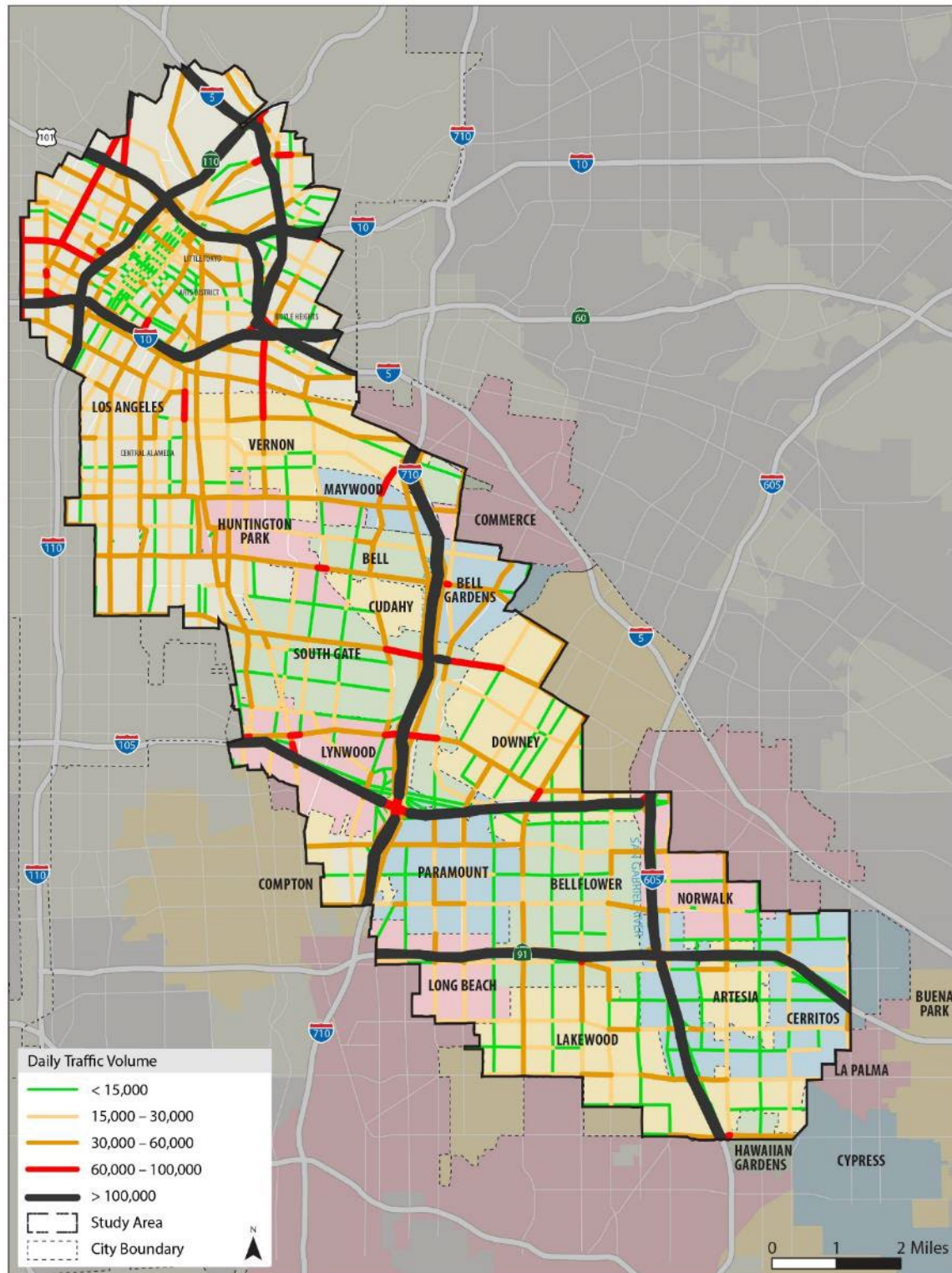
Source: Adapted from Caltrans 2016a and 2016b

Notes: * AADT is the total volume for the year divided by 365 days.

AADT = Annual Average Daily Traffic

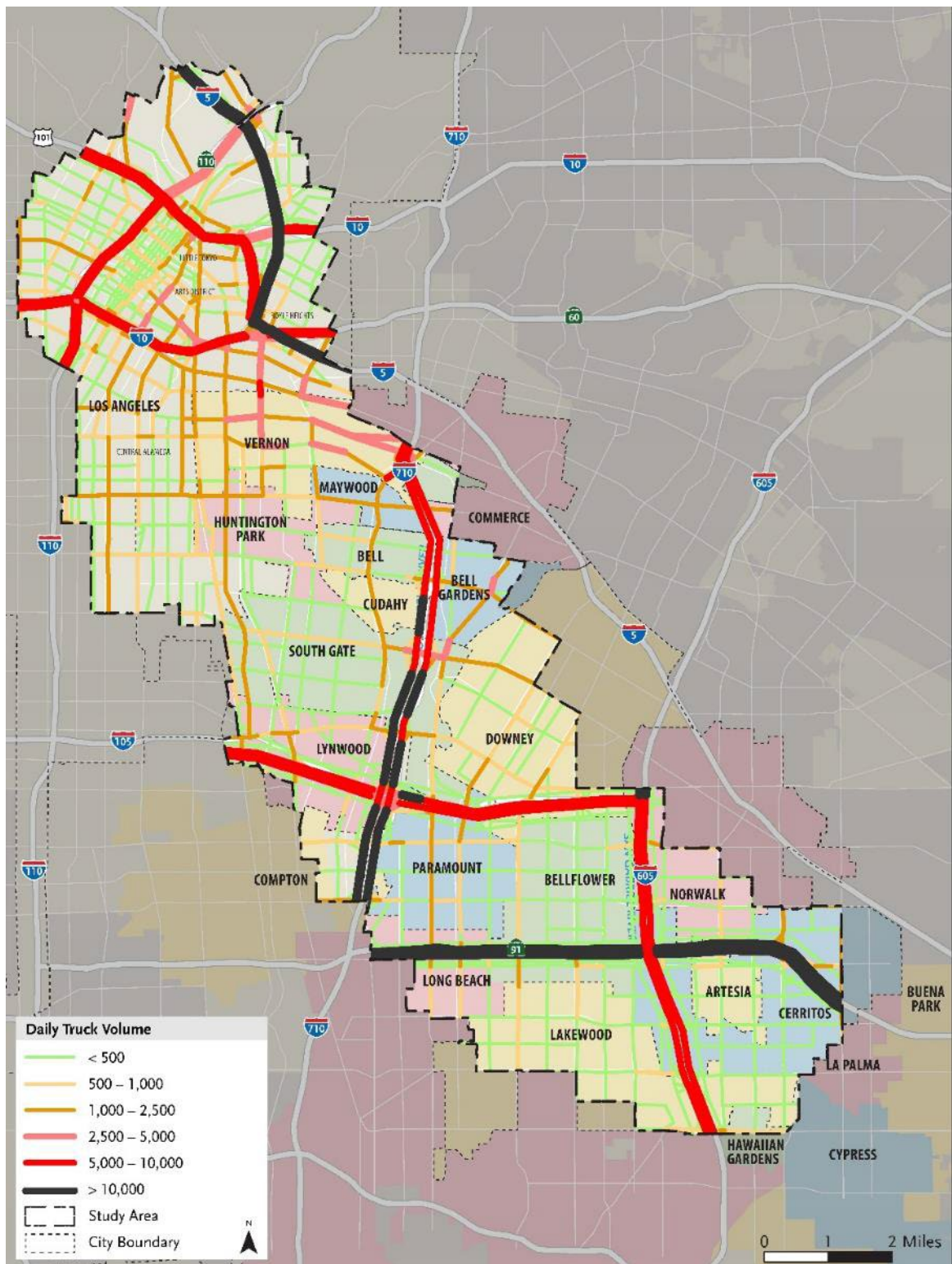
Among these freeways, I-710 (between SR-91 and I-5), I-105 (between I-110 and I-605), and SR-91 (between I-710 and I-605) carry the largest percentage of truck traffic, with percentages ranging from 5 to 9 percent. These freeways provide trucks access to the Ports of Long Beach and Los Angeles south of the Study Area and to warehouses associated with the movement of goods. Truck percentages vary widely and are usually highest on rural freeways, but truck concentrations approaching 10 percent of overall traffic are considered high for urban areas. Truck volumes are illustrated on Figure 4-5.

Figure 4-4. Existing Daily Traffic Volumes on Freeways and Major Arterials in the Study Area



Source: Metro Travel Demand Model 2017-2042 (adapted from the SCAG Regional Travel Demand Model)

Figure 4-5. Existing Truck Volumes in the Study Area



Source: Metro Travel Demand Model 2017-2042 (adapted from the SCAG Regional Travel Demand Model)

Table 4-3 summarizes existing travel times along segments of I-105, I-710, and I-5 in the Study Area. Travel times for these facilities are based on data obtained through Google Maps in 2017, which is an accurate source for a wide range of existing travel time data because the data are gathered from thousands of users in real time. The values in Table 4-3 represent ranges of travel times and travel speeds for the typical weekday peak periods (the data were collected on a Wednesday and include a large population of users indirectly surveyed using Global Positioning System tracking technology). Among the three freeway segments shown, I-5 (from the East Los Angeles interchange to I-605) has the slowest average travel speed. I-105 and I-710 have somewhat lower travel speeds and higher travel time but are still generally congested. All three freeways have a wide range of travel times, indicating that drivers cannot reliably predict the time it will take to reach their desired destinations.

Table 4-3. Freeway Peak Hour Travel Times and Average Travel Speeds (2017)

Description	Distance (miles)	Peak AM Travel Time (travel speed)	Peak PM Travel Time (travel speed)
I-105 from I-110 to I-605	10.3	18 to 60 minutes (12 to 34 mph)	22 to 55 minutes (11 to 28 mph)
I-710 from SR-60 to SR-91	11.6	20 to 45 minutes (15 to 35 mph)	26 to 60 minutes (12 to 27 mph)
I-5 from East Los Angeles interchange (I-60/I-101/I-5) to I-605 interchange	9.5	24 to 50 minutes (11 to 24 mph)	40 to 75 minutes (8 to 14 mph)

Source: Google Maps 2017

Notes: Peak hours are 6 to 9 AM and 3 to 7 PM.

AM = morning; mph = mile(s) per hour; PM = afternoon

Arterials are generally higher-speed surface streets, while traffic on local roads generally travels at lower speeds. Arterials and local roads account for the vast majority of the total roadway network through the Study Area's cities and unincorporated LA County. Many arterials often serve as freeway access routes, as well as alternative routes to congested freeway corridors.

The north-south and east-west grid formed by these arterials includes multiple crossings of freeways, flood channels, and railroad lines. Major arterials typically have four to eight through lanes, with dedicated intersection turn pockets and mid-block center median turn pockets (or dual left-turn lanes) between major intersections.

Existing traffic volumes on arterials and local roads are illustrated on Figure 4-4. Traffic volumes are lower on arterials and local roads than freeways, with most carrying less than 30,000 vehicles per day in both directions (15,000 vehicles per day per direction), compared to over 100,000 vehicles per day in each direction on most freeways.

Major east-west arterials in the Study Area include parts of 7th Street, Olympic Boulevard, Washington Boulevard, Slauson Avenue, Florence Avenue, Firestone Boulevard, Imperial Highway, Rosecrans Avenue and Alondra Boulevard. Major north-south arterials include parts of Figueroa Street, Alameda Street, State Street, Atlantic Boulevard, Garfield Avenue, Paramount Boulevard, Lakewood Boulevard, Bellflower Boulevard, and Studebaker Road. Table 4-4 summarizes existing peak hour travel times along these major arterials, which are most representative of the high-volume north-south and east-west surface streets in the Study Area. As discussed above, travel times were measured using data obtained through Google Maps in 2017.

Table 4-4. High-Volume Arterial Peak Hour Travel Times and Average Travel Speeds (2017)

Description	Distance (miles)	Peak AM Travel Time (travel speed)	Peak PM Travel Time (travel speed)
7th Street from I-110 to I-5	4.4	14 to 45 minutes (6 to 18 mph)	16 to 45 minutes (6 to 16 mph)
Olympic Boulevard from I-110 to Soto Street	4.1	10 to 45 minutes (6 to 25 mph)	12 to 35 minutes (7 to 20 mph)
Washington Boulevard from I-110 to I-710	6.5	14 to 50 minutes (8 to 27 mph)	14 to 45 minutes (9 to 27 mph)
Slauson Avenue from I-110 to Atlantic Avenue*	5.4	16 to 45 minutes (8 to 20 mph)	18 to 45 minutes (6 to 18 mph)
Florence Avenue from I-110 to Lakewood Boulevard*	9.8	30 to 70 minutes (8 to 20 mph)	35 to 85 minutes (7 to 17 mph)
Firestone Boulevard from Alameda Street to Paramount Boulevard*	5.4	10 to 35 minutes (10 to 32 mph)	14 to 45 minutes (7 to 23 mph)
Imperial Highway from I-105 to I-605*	7.1	14 to 45 minutes (10 to 30 mph)	16 to 45 minutes (10 to 26 mph)
Rosecrans Avenue from Alameda Street to I-605*	6.5	12 to 35 minutes (11 to 32 mph)	14 to 45 minutes (9 to 28 mph)
Alondra Boulevard from Alameda Street to I-605*	6.5	14 to 35 minutes (11 to 28 mph)	14 to 40 minutes (10 to 28 mph)
Figuerroa Street from I-110 to US-101	2.9	7 to 26 minutes (7 to 25 mph)	9 to 35 minutes (5 to 20 mph)
Alameda Street from 1st Street to El Segundo Boulevard*	9.2	27 to 70 minutes (8 to 20 mph)	28 to 85 minutes (6 to 20 mph)
State Street from Slauson Avenue to SR-91*	7.2	28 to 48 minutes (9 to 15 mph)	24 to 49 minutes (9 to 18 mph)
Atlantic Avenue from I-5 to Orange County Line*	11.2	29 to 70 minutes (9 to 23 mph)	30 to 75 minutes (9 to 22 mph)
Garfield Avenue from SR-91 to Slauson Avenue*	7.5	14 to 45 minutes (10 to 32 mph)	20 to 50 minutes (9 to 23 mph)
Paramount Boulevard from South Street to Florence Avenue*	6.8	12 to 35 minutes (12 to 34 mph)	14 to 35 minutes (12 to 29 mph)
Lakewood Boulevard from South Street to Firestone Boulevard*	5.5	9 to 28 minutes (12 to 37 mph)	12 to 25 minutes (13 to 28 mph)
Bellflower Boulevard from South Street to Firestone Boulevard*	5.0	10 to 26 minutes (12 to 30 mph)	10 to 26 minutes (12 to 30 mph)
Studebaker Road from Centralia Street to Imperial Highway*	5.6	10 to 26 minutes (13 to 34 mph)	12 to 26 minutes (13 to 34 mph)

Source: Google Maps 2017, updated by Jacobs in 2023

Notes: Peak hours are 6 to 9 AM and 3 to 7 PM.

* The arterial will cross the LPA alignment.

AM = morning; mph = mile(s) per hour; PM = afternoon

These major arterials had a travel speed varying from 5 to 37 miles per hour. These travel speeds are typical for arterials where there are frequent signalized intersections, resulting in lower travel speeds and higher travel times.

4.2.2 Intersections

Most intersections within the Affected Area (as described in Section 1.6.1) are controlled by a traffic signal or stop sign, with a few intersections being uncontrolled. Many intersections near rail crossings are controlled with gate arms (typically found on arterials) or warning signs (typically found on lower-volume local roads). The signalized intersections near controlled rail crossings with gate arms are connected to the crossing, allowing for dynamic adjustments to signal timing (changing based on traffic conditions) that help discourage vehicles from queuing on the tracks when there are oncoming trains.

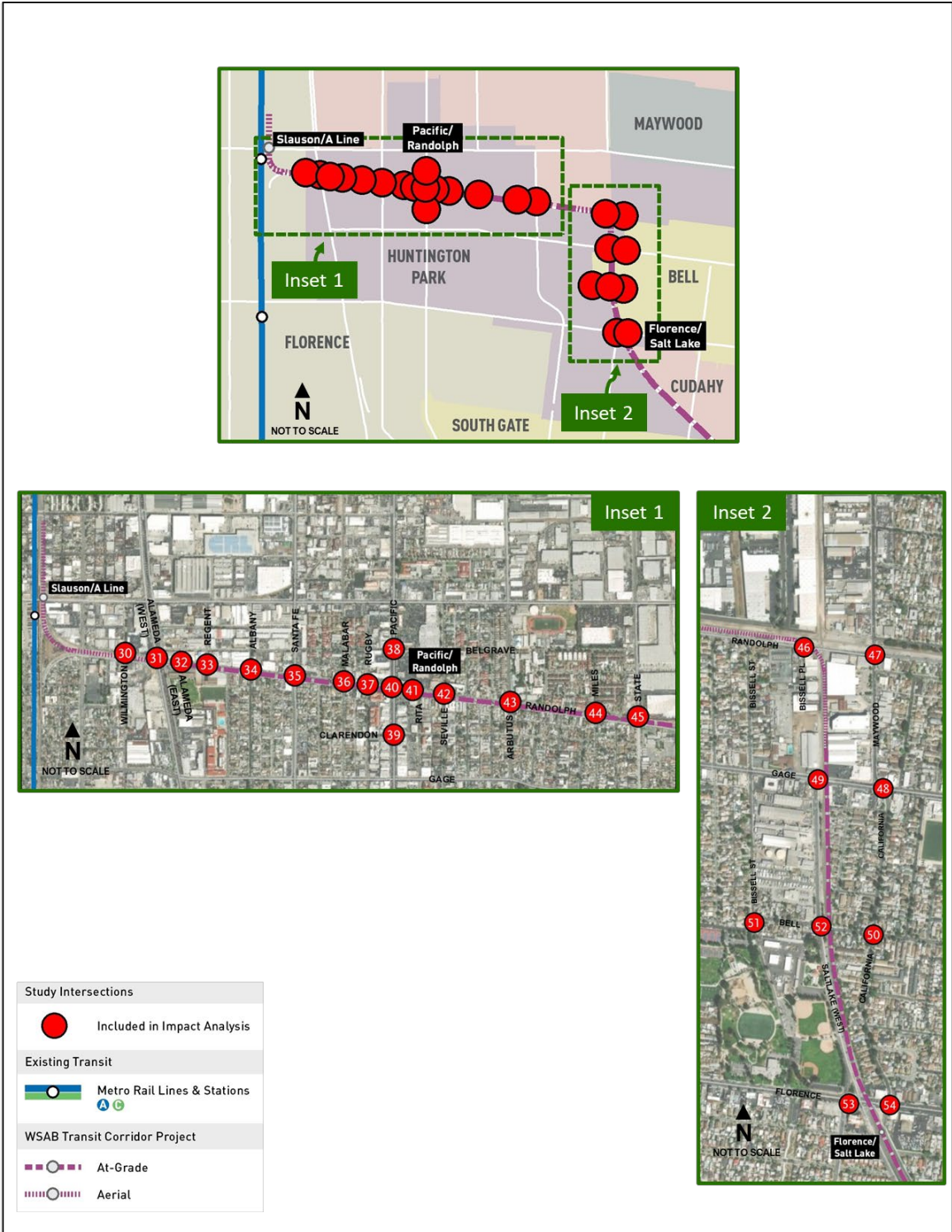
Figure 4-6 through Figure 4-8 provide an overview of the 81 key intersections along the LPA alignment.

The alignment between the Slauson/A Line Station and the I-105/C Line Station will be mainly in an industrial and business center area, except for the residential area near the areas of Florence-Firestone and the City of Huntington Park, and between Gardendale Street and I-105. Because this area of the alignment will include industrial areas, trucks account for a significant portion of its traffic.

Along the alignment between the I-105/C Line Station and the Pioneer Station, the Affected Area is mainly residential. Some major retail areas are near the Pioneer Station. Because this area of the alignment will be mainly in a residential area, there are relatively low volumes of truck traffic, except at the north end.

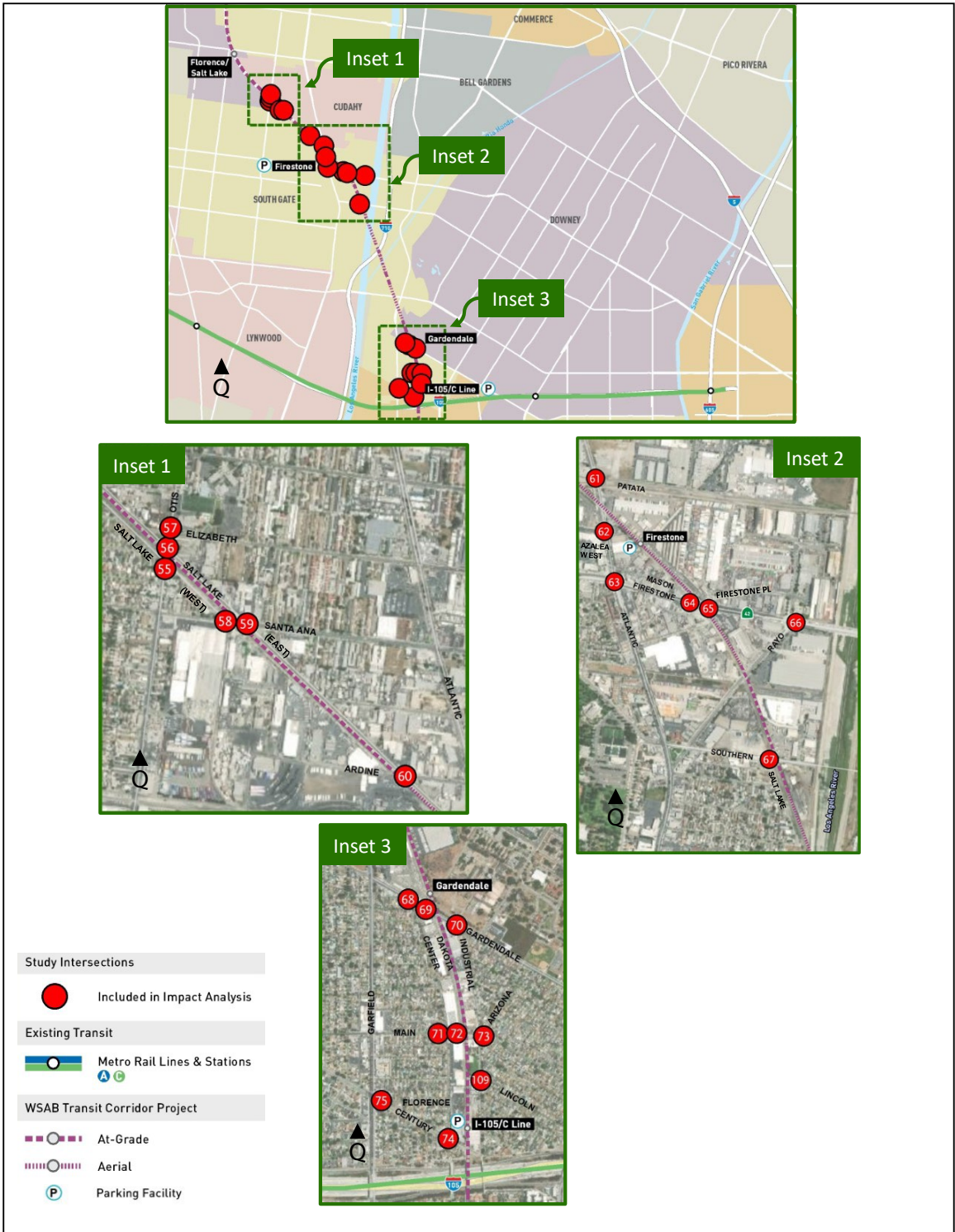
Table 4-5 lists the key intersections, with details on jurisdiction, control type, reason for inclusion in the analysis and intersection delay/LOS for each. Intersection 110 (Parking Structure/Solana Pl/Pioneer Blvd) will be established as part of the LPA and therefore does not exist under Existing Conditions. Appendix A - Attachment 1 contains detailed turning movement traffic volumes for the AM and PM peak for each intersection. The majority of intersections (59 percent; 47 intersections) operate at LOS C or worse, and 16 percent (13 intersections) are LOS E or worse. Operations are similar in the AM and PM peak periods.

Figure 4-6. Key Intersections (1 of 3)



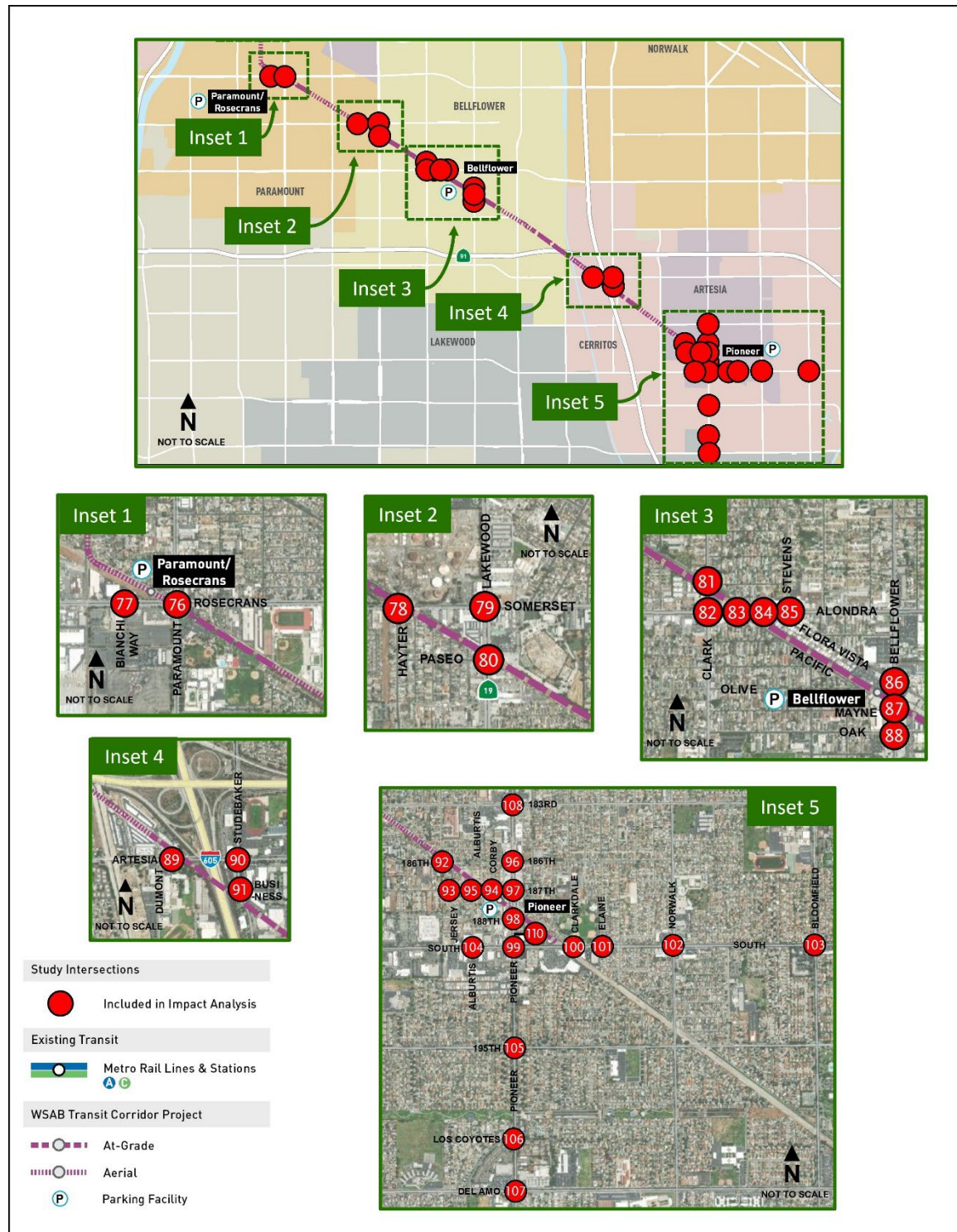
Source: Prepared by Jacobs in 2020 and updated 2023

Figure 4-7. Key Intersections (2 of 3)



Source: Prepared by Jacobs in 2020 and updated 2023

Figure 4-8. Key Intersections (3 of 3)



Source: Prepared by Jacobs in 2020 and updated 2023

Note: Intersections 1 through 29 are along Alternatives 1 and 2, which are not evaluated in this report. Intersection numbers 102 through 110 were not analyzed as part of the Draft EIS/EIR. These intersections were added in response to comments received during the Draft EIS/EIR comment period or due to refinements to the LPA.

Table 4-5. Key Intersections and Existing Operations

No	Intersection Name	Jurisdiction	Control Type	Selection Reason	Delay/LOS*
30	Randolph St/Wilmington Ave	Huntington Park	All-Way Stop	Rail in Intersection	20.5/C-AM 11.5/B-PM
31	Randolph St/Alameda St (West)	Huntington Park	Traffic Signal	Rail in Intersection	48.3/D-AM 24.2/C-PM
32	Randolph St/Alameda St (East)	Huntington Park	Two-Way Stop	Rail in Intersection	8.8/A-AM 9.6/A-PM
33	Randolph St/Regent St	Huntington Park	Two-Way Stop	Rail in Intersection	15.0/C-AM 12.7/B-PM
34	Randolph St/Albany St	Huntington Park	Two-Way Stop	Rail in Intersection	29.1/D-AM 23.7/C-PM
35	Randolph St/Santa Fe Ave	Huntington Park	Traffic Signal	Rail in Intersection	22.5/C-AM 19.1/B-PM
36	Randolph St/Malabar St	Huntington Park	Traffic Signal	Rail in Intersection	21.4/C-AM 20.0/C-PM
37	Randolph St/Rugby Ave	Huntington Park	Two-Way Stop	Rail in Intersection	62.0/F-AM 14.2/B-PM
38	Pacific Blvd/Belgrave Ave	Huntington Park	Traffic Signal	Crossing Proximity	6.6/A-AM 8.2/A-PM
39	Pacific Blvd/Clarendon Ave	Huntington Park	Traffic Signal	Crossing Proximity	9.1/A-AM 7.4/A-PM
40	Pacific Blvd/Randolph St	Huntington Park	Traffic Signal	Rail in Intersection	29.8/C-AM 37.1/D-PM
41	Randolph St/Rita Ave	Huntington Park	Two-Way Stop	Rail in Intersection	24.9/C-AM 47.7/E-PM
42	Randolph St/Seville Ave	Huntington Park	Traffic Signal	Rail in Intersection	34.7/C-AM 29.7/C-PM
43	Randolph St/Miles Ave	Huntington Park	Traffic Signal	Rail in Intersection	34.0/C-AM 28.1/C-PM

No	Intersection Name	Jurisdiction	Control Type	Selection Reason	Delay/LOS*
44	Randolph St/Arbutus Ave	Huntington Park	All-Way Stop	Rail in Intersection	17.6/C-AM 10.3/B-PM
45	Randolph St/State St	Huntington Park	Traffic Signal	Rail in Intersection	21.0/C-AM 13.1/B-PM
46	Randolph St/Bissell Pl	Huntington Park	Two-Way Stop	Crossing Proximity	13.5/B-AM 13.0/B-PM
47	Randolph St/Maywood Ave	Huntington Park	Traffic Signal	Crossing Proximity	13.0/B-AM 13.1/B-PM
48	Gage Ave/California Ave	Bell	Traffic Signal	Crossing Proximity	15.6/B-AM 18.9/B-PM
49	Gage Ave/Salt Lake Ave (West)	Bell	Traffic Signal	Crossing Proximity	16.2/B-AM 27.5/C-PM
50	Bell Ave/California Ave	Bell	All-Way Stop	Crossing Proximity	18.1/C-AM 14.2/B-PM
51	Bell Ave/Bissell St	Bell	Traffic Signal	Crossing Proximity	8.7/A-AM 9.0/A-PM
52	Bell Ave/Salt Lake Ave	Bell	All-Way Stop	Crossing Proximity	62.5/F-AM 47.4/E-PM
53	Florence Ave/California Ave (West)	Huntington Park	Traffic Signal	Near Florence/Salt Lake Station	33.9/C-AM 38.0/D-PM
54	Florence Ave/California Ave (East)	Huntington Park	Traffic Signal	Near Florence/Salt Lake Station	52.9/D-AM 28.9/C-PM
55	Otis Ave/Salt Lake Ave (West)	Huntington Park	All-Way Stop	Crossing Proximity	36.9/E-AM 44.7/E-PM
56	Otis Ave/Salt Lake Ave (East)	Cudahy	All-Way Stop	Crossing Proximity	74.5/E-AM 63.7/F-PM
57	Otis Ave/Elizabeth St	Cudahy	Two-Way Stop	Crossing Proximity	34.9/D-AM 46.5/E-PM

4 Affected Environment/Existing Conditions

No	Intersection Name	Jurisdiction	Control Type	Selection Reason	Delay/LOS*
58	Santa Ana St/Salt Lake Ave (West)	Huntington Park	Two-Way Stop	Crossing Proximity	41.4/E-AM 35.9/E-PM
59	Santa Ana St/Salt Lake Ave (East)	Cudahy	All-Way Stop	Crossing Proximity	43.2/E-AM 48.2/E-PM
60	Ardine St/Salt Lake Ave	Cudahy	All-Way Stop	Crossing Proximity	29.5/D-AM 23.7/C-PM
61	Atlantic Ave/Salt Lake Ave	Cudahy	Traffic Signal	Crossing Proximity	52.7/D-AM 65.0/E-PM
62	Atlantic Ave/Azalea West	South Gate	Traffic Signal	Near Firestone Station that includes a park-and-ride facility	3.7/A-AM 8.3/A-PM
63	Firestone Blvd/Atlantic Ave	South Gate	Traffic Signal	Near Firestone Station that includes a park-and-ride facility	53.0/D-AM 45.9/D-PM
64	Firestone Blvd/Mason St	South Gate	Traffic Signal	Near Firestone Station that includes a park-and-ride facility	7.3/A-AM 7.5/A-PM
65	Firestone Blvd/Firestone Pl	South Gate	Traffic Signal	Near Firestone Station that includes a park-and-ride facility	7.5/A-AM 7.6/A-PM
66	Firestone Blvd/Rayo Ave	South Gate	Traffic Signal	Near Firestone Station that includes a park-and-ride facility	116.1/F-AM 95.2/F-PM
67	Southern Ave/Salt Lake Ave	South Gate	Two-Way Stop	Crossing Proximity	8.9/A-AM 8.8/A-PM
68	Gardendale St/Center St	South Gate	Two-Way Stop	Near Gardendale Station	18.5/C-AM 17.2/C-PM
69	Gardendale St/Dakota Ave	South Gate	All-Way Stop	Near Gardendale Station	28.4/D-AM 12.8/B-PM
70	Gardendale St/Industrial Ave	South Gate	Two-Way Stop	Near Gardendale Station	34.8/D-AM 21.5/C-PM
71	Main St/Center St	South Gate	Two-Way Stop	Crossing Proximity	14.6/B-AM 12.7/B-PM

No	Intersection Name	Jurisdiction	Control Type	Selection Reason	Delay/LOS*
72	Main St/Dakota Ave	South Gate	Two-Way Stop	Crossing Proximity	10.2/B-AM 10.2/B-PM
73	Main St/Arizona Ave/Industrial Ave	South Gate	Two-Way Stop	Crossing Proximity	17.5/C-AM 19.4/C-PM
74	Century Blvd/Center St	South Gate	Two-Way Stop	Near I-105/C Line Station that includes a park-and-ride facility	9.8/A-AM 9.4/A-PM
75	Century Blvd/Florence Ave	South Gate	Two-Way Stop	Near I-105/C Line Station that includes a park-and-ride facility	9.0/A-AM 8.6/A-PM
76	Rosecrans Ave/Paramount Blvd	Paramount	Traffic Signal	Near Paramount/Rosecrans Station that includes a park-and-ride facility	54.6/D-AM 47.7/D-PM
77	Rosecrans Ave/Bianchi Way	Paramount	Traffic Signal	Near Paramount/Rosecrans Station that includes a park-and-ride facility	2.4/A-AM 12.9/B-PM
78	Somerset Blvd/Hayter Ave	Paramount	Two-Way Stop	Crossing Proximity	29.0/D-AM 32.2/D-PM
79	Somerset Blvd/Lakewood Blvd	Bellflower	Traffic Signal	Crossing Proximity	32.4/C-AM 30.1/C-PM
80	Paseo St/Lakewood Blvd	Bellflower	Traffic Signal	Crossing Proximity	4.0/A-AM 2.6/A-PM
81	Flora Vista St/Clark Ave	Bellflower	Two-Way Stop	Crossing Proximity	14.1/B-AM 18.0/C-PM
82	Alondra Blvd/Clark Ave	Bellflower	Traffic Signal	Crossing Proximity	47.1/D-AM 48.2/D-PM
83	Alondra Blvd/Pacific Ave	Bellflower	Traffic Signal	Crossing Proximity	4.5/A-AM 12.1/B-PM
84	Alondra Blvd/Flora Vista St	Bellflower	Two-Way Stop	Crossing Proximity	37.2/E-AM 32.1/D-PM

4 Affected Environment/Existing Conditions

No	Intersection Name	Jurisdiction	Control Type	Selection Reason	Delay/LOS*
85	Alondra Blvd/Stevens Ave	Bellflower	Two-Way Stop	Crossing Proximity	50.9/F-AM 30.3/D-PM
86	Bellflower Blvd/Flora Vista St	Bellflower	Traffic Signal	Near Bellflower Station that includes a park-and-ride facility	7.1/A-AM 14.2/B-PM
87	Bellflower Blvd/Mayne St	Bellflower	Traffic Signal	Near Bellflower Station that includes a park-and-ride facility	11.0/B-AM 10.1/B-PM
88	Bellflower Blvd/Oak St	Bellflower	Traffic Signal	Crossing Proximity	21.7/C-AM 25/C-PM
89	Artesia Blvd/Dumont Ave	Cerritos	Traffic Signal	Crossing Proximity	17.7/B-AM 9.4/A-PM
90	Artesia Blvd/Studebaker Rd	Cerritos	Traffic Signal	Crossing Proximity	85.3/F-AM 60.8/E-PM
91	Business Cir/Studebaker Rd	Cerritos	Two-Way Stop	Crossing Proximity	14.6/B-AM 16.2/C-PM
92	186th St/Jersey Ave	Artesia	All-Way Stop	Crossing Proximity	9.1/A-AM 9.2/A-PM
93	187th St/Alburtis Ave	Artesia	Two-Way Stop	Crossing Proximity	9.7/A-AM 8.6/A-PM
94	187th St/Corby Ave (West)	Artesia	Two-Way Stop	Crossing Proximity	9.4/A-AM 9.5/A-PM
95	187th St/Corby Ave (East)	Artesia	Two-Way Stop	Crossing Proximity	9.3/A-AM 9.4/A-PM
96	186th St/Pioneer Blvd	Artesia	Traffic Signal	Crossing Proximity	7.1/A-AM 4.5/A-PM
97	187th St/Pioneer Blvd	Artesia	Traffic Signal	Near Pioneer Station that includes a park-and-ride facility	6.8/A-AM 5.1/A-PM
98	188th St/Pioneer Blvd	Artesia	Two-Way Stop	Near Pioneer Station that includes a park-and-ride facility	10.5/B-AM 12.6/B-PM

No	Intersection Name	Jurisdiction	Control Type	Selection Reason	Delay/LOS*
99	South St/Pioneer Blvd	Cerritos	Traffic Signal	Crossing Proximity	33.7/C-AM 40.7/D-PM
100	South St/Clarkdale Ave	Artesia	Traffic Signal	Crossing Proximity	18.1/B-AM 11.5/B-PM
101	South St/Elaine Ave	Artesia	Traffic Signal	Crossing Proximity	11.3/B-AM 11.5/B-PM
102	South St/Norwalk Blvd	Artesia	Traffic Signal	Near Pioneer Station that includes a park-and ride facility	24.3/C-AM 30.8/C-PM
103	South St/Bloomfield Ave	Cerritos	Traffic Signal	Near Pioneer Station that includes a park-and-ride facility	27.6/C-AM 27.0/C-PM
104	South St/Alburtis Ave	Artesia	Traffic Signal	Near Pioneer Station that includes a park-and-ride facility	12.0/B-AM 10.7/B-PM
105	195th St/Pioneer Blvd	Cerritos	Traffic Signal	Near Pioneer Station that includes a park-and-ride facility	15.4/B-AM 15.7/B-PM
106	Los Coyotes Blvd/Pioneer Blvd	Cerritos	Traffic Signal	Near Pioneer Station that includes a park-and-ride facility	8.8/A-AM 8.9/A-PM
107	Del Amo Blvd/Pioneer Blvd	Cerritos	Traffic Signal	Near Pioneer Station that includes a park-and-ride facility	35.2/D-AM 31.8/C-PM
108	183rd St/Pioneer Blvd	Artesia	Traffic Signal	Near Pioneer Station that includes a park-and-ride facility	17.6/B-AM 45.4/D-PM
109	Industrial Ave/Lincoln Ave	South Gate	Two-Way Stop	Near I 105/C Line Station that includes a park-and-ride facility	3.1/A-AM 2.2/A-PM

Source: Compiled by Jacobs in 2020 and updated in 2023

Note:

Intersection numbers 1 through 29 are along Alternatives 1 and 2, which are not evaluated this report. Intersection numbers 102 through 109 were not analyzed as part of the Draft EIS/EIR. These intersections are added in response to comments received during the Draft EIS/EIR or due to refinements to the LPA. The traffic analysis for the LPA also includes Intersection 110 (Parking Structure/Solana Pl/Pioneer Blvd); however, that intersection will be implemented as part of the LPA and does not exist under Existing Conditions.

* This column shows the peak hour delay in seconds/vehicle followed by the LOS, first for the AM peak hour, then for the PM peak hour. For example, "21/C-AM 13/B-PM" means a 21-second/vehicle delay, which is LOS C in the AM peak hour, and a 13-second/vehicle delay, which is LOS B in the PM peak hour under the existing conditions.

AM = morning; LOS = level-of-service; PM = afternoon

4.3 Transit Conditions

The Study Area has existing railroad and bus transit services provided by Metro, Metrolink, LADOT, the Orange County Transportation Authority (OCTA), and other local/municipal bus and shuttle providers. Figure 4-9 and Figure 4-10 present the transit services within the Study Area.

The service types include:

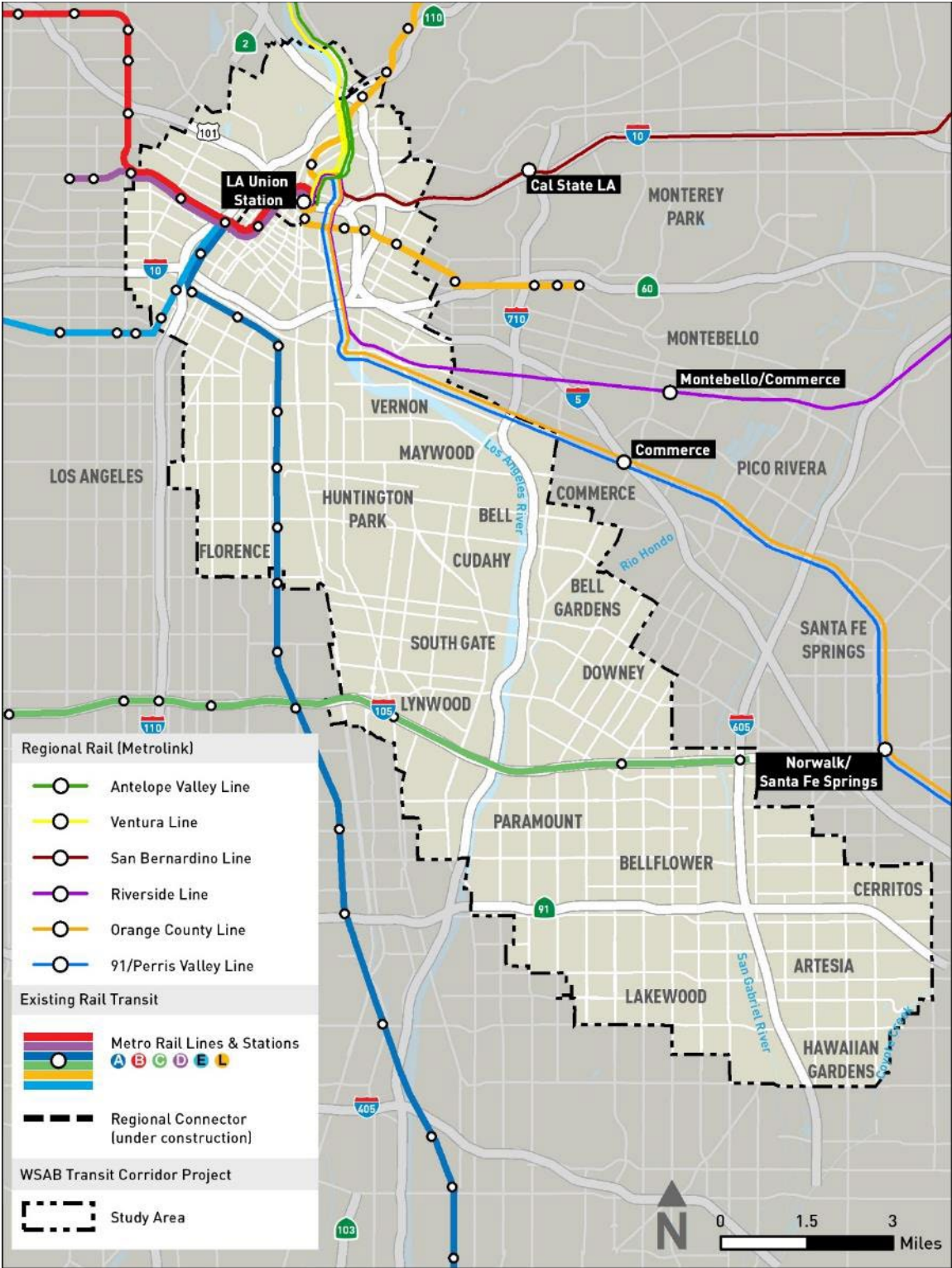
- **Heavy rail transit (HRT) and LRT:** Trains operating in dedicated ROW generally at-grade and adjacent to vehicular traffic
- **Local and limited bus:** Traditional bus service
- **Express bus:** Defined routes with limited stops that generally use freeways for a portion of their trips to reduce travel time
- **Shuttles and circulators:** Local service on defined routes with a high density of stops to support short-distance trips
- **Metro Rapid:** A system of high-speed bus service on nearly 400 miles of routes, incorporating signal priority and fewer stops to reduce travel time
- **Metrolink commuter rail:** Longer-distance train service on dedicated tracks, with limited stops and higher speeds
- **Downtown Area Short Hop (DASH):** Local routes in Los Angeles, with a high density of stops

Within the Study Area in 2016, these services included 10 Metro Rapid, 2 HRT, 4 LRT, and 6 Metrolink lines (major transit lines/routes). None of the existing transit lines/routes provide a continuous transit mode connecting the cities in the Study Area.

4.3.1 Metro Rail Lines

Metro's urban rapid transit system includes a combination of HRT, LRT, and BRT services. In 2016, six Metro rail lines (LRT and underground) were in the Study Area. As shown on Figure 4-10, the Metro C (Green) Line runs east-west through the Study Area, from Norwalk in the east to the South Bay in the west. The Metro A (Blue) Line runs north-south through the western part of the Study Area, from downtown LA in the north to Long Beach in the south. The Metro E (Expo) Line runs concurrently with the Metro A (Blue) Line from the terminus station in downtown LA to Washington Boulevard, then separates en route to its terminus station in Santa Monica. The Metro L (Gold) Line passes through the northeast corner of the Study Area, with a central stop at Union Station en route to terminal stations in Azusa and East Los Angeles. The Metro B (Red) and D (Purple) Lines pass through the northwest part of the Study Area en route to terminal stations in North Hollywood (where the Metro B [Red] Line connects to the Metro G [Orange] Line en route to the San Fernando Valley) and Wilshire/Western in Los Angeles (the Metro D [Purple] Line terminus). These lines are described in further detail in the following sections.

Figure 4-10. Study Area Rail Service



Source: Prepared by Jacobs in 2020

The Metro B (Red) and D (Purple) Lines are served by HRT. The Metro A (Blue), C (Green), L (Gold), and E (Expo) Lines are served by LRT. Table 4.6 shows the service frequency or headways of the Metro rail lines.

Table 4-6. Metro Rail Line Service Frequency (2017) (headways in minutes)

Line	Weekdays			Saturdays		Sundays	
	Peaks	Daytime	Evening	Daytime	Evening	Daytime	Evening
A (Blue)	6	12	10	12-15	10	12-15	10
B (Red)	10	12	10-20	12-15	20	12-15	10
C (Green)	6	15	20	15	20	15	20
D (Purple)	10	12	10-20	12-15	10-20	12-15	10
E (Expo)	6	12	20	12-15	20	12-15	20
L (Gold)	6	12	10-20	7-8	10-20	7-8	10

Source: Metro 2017a

4.3.1.1 Metro A (Blue) Line

The Metro A (Blue) Line is an LRT line running north-south between the Downtown Los Angeles Metro Center and Long Beach, Flower Street, Washington Boulevard, Long Beach Avenue, Willowbrook Avenue, and Long Beach Boulevard. The Metro A (Blue) Line is about 22 miles long with 22 stops. Nine stops are within the Study Area: 7th Street/Metro Center, Pico, Grand/Los Angeles Trade Technical College, San Pedro, Washington, Vernon, Slauson, Florence and Firestone. Table 4.7 shows the 2016 ridership statistics on the Metro A (Blue) Line.

Table 4-7. Metro A (Blue) Line Ridership Statistics (2016)

Day Type	Estimated Ridership	Average Passenger Miles	Day Count	Total Estimated Ridership	Total Passenger Miles
Weekday	78,754	583,935	255	20,082,165	148,903,454
Saturday	48,865	368,780	53	2,589,819	19,545,344
Sunday	39,946	310,160	58	2,316,842	17,989,291
Total	-	-	366	24,988,825	186,438,089

Source: Metro 2016a

4.3.1.2 Metro B (Red) Line

The Metro B (Red) Line is an HRT underground line that runs primarily north-south between Downtown Los Angeles Union Station and North Hollywood. The Metro B (Red) Line is 16 miles long with 14 stops. Except for the southern terminus at Union Station, the Metro B (Red) Line does not have stops within or adjacent to the Study Area. Table 4.8 shows the 2016 ridership statistics on the Metro B (Red) Line.

Table 4-8. Metro B (Red) Line Ridership Statistics (2016)

Day Type	Estimated Ridership	Average Passenger Miles	Day Count	Total Estimated Ridership	Total Passenger Miles
Weekday	143,422	701,632	255	36,572,538	178,916,270
Saturday	89,717	489,307	53	4,754,993	25,933,267
Sunday	74,169	395,749	58	4,301,821	22,953,417
Total	-	-	366	45,629,352	227,802,953

Source: Metro 2016a

Note: Ridership numbers include the Metro D (Purple) Line.

4.3.1.3 Metro C (Green) Line

The Metro C (Green) Line is an LRT line that runs east-west between Redondo Beach and Norwalk, predominantly along I-105. The Metro C (Green) Line is about 20 miles long with 27 stops. Three stops are within the Study Area: Norwalk, Lakewood Boulevard, and Long Beach Boulevard. Table 4.9 shows the 2016 ridership statistics on the Metro C (Green) Line.

Table 4-9. Metro C (Green) Line Ridership Statistics (2016)

Day Type	Estimated Ridership	Average Passenger Miles	Day Count	Total Estimated Ridership	Total Passenger Miles
Weekday	35,950	239,777	255	9,167,307	61,143,228
Saturday	17,995	109,611	53	953,714	5,809,408
Sunday	14,816	89,661	58	859,302	5,200,351
Total	-	-	366	10,980,323	72,152,987

Source: Metro 2016a

4.3.1.4 Metro L (Gold) Line

The Metro L (Gold) Line is an LRT line that runs east-west between Azusa and East Los Angeles via Union Station. The Metro L (Gold) Line is 31 miles long with 27 stops. Two stops are within the Study Area: Union Station and Little Tokyo. Table 4.10 shows the 2016 ridership statistics on the Metro L (Gold) Line.

Table 4-10. Metro L (Gold) Line Ridership Statistics (2016)

Day Type	Estimated Ridership	Average Passenger Miles	Day Count	Total Estimated Ridership	Total Passenger Miles
Weekday	50,587	303,920	255	12,899,643	77,499,627
Saturday	34,314	203,733	53	1,818,633	10,797,863
Sunday	30,436	176,111	58	1,765,269	10,214,442
Total	-	-	366	16,483,545	98,511,933

Source: Metro 2016a

4.3.1.5 Metro D (Purple) Line

The Metro D (Purple) Line is an HRT line that runs east-west between Downtown Los Angeles Metro Center and Koreatown (Wilshire/Western). The Metro D (Purple) Line is 6 miles long with 8 stops, 6 of which are shared with the Metro B (Red) Line. Like the Metro B (Red) Line, the Metro D (Purple) Line only shares the Union Station stop within the Study Area. Ridership numbers for the Metro D (Purple) Line are not reported separately by Metro but are included in the Metro B (Red) Line ridership data (see Table 4.8).

4.3.1.6 Metro E (Expo) Line

The Metro E (Expo) Line is an LRT line that runs primarily east-west between 7th Street/Metro Center and Santa Monica Stations. The Metro E (Expo) Line is 15 miles long with 19 stops. Two stops are within the Study Area: 7th Street/Metro Center and Pico. Table 4.11 shows the 2016 ridership statistics on the Metro E (Expo) Line.

Table 4-11. Metro E (Expo) Line Ridership Statistics (2016)

Day Type	Estimated Ridership	Average Passenger Miles	Day Count	Total Estimated Ridership	Total Passenger Miles
Weekday	39,793	166,349	255	10,147,189	42,418,878
Saturday	29,757	115,837	53	1,577,114	6,139,341
Sunday	28,485	114,561	58	1,652,126	6,644,542
Total	-	-	366	13,376,428	55,202,762

Source: Metro 2016a

4.3.2 Metrolink/Amtrak

Metrolink is a regional commuter rail service that operates seven routes. Six routes are within the Study Area: the Antelope Valley Line, the Ventura Line, the San Bernardino Line, the Orange County Line, the Riverside Line, and the 91/Perris Valley Line. Table 4.12 shows the service frequencies (total number of trains per day) of these Metrolink lines.

Table 4-12. Metrolink Line Service Frequency (2017)

Line	Daily Service Frequency (trains/day)	
	Weekday	Weekend
Antelope Valley Line	30	12
Ventura Line	31	N/A
San Bernardino Line	38	20
Riverside Line	7	-
Orange County Line	16	4
91/Perris Valley Line	7	2

Source: Metrolink 2017a

Note: N/A = not applicable

The Cal State LA stop on the San Bernardino Line, the Montebello/Commerce stop on the Riverside Line, the Commerce stop on the Orange County Line, and the Norwalk stop on the Orange County and 91/Perris Valley Lines are close to the Study Area. The Montebello/Commerce and Norwalk stops are full-service stops, while the Commerce stop is a limited-service stop (i.e., only on certain trains). Table 4.13 shows the 2016 ridership statistics of the Metrolink lines.

Table 4-13. Metrolink Ridership Data (2016)

Line	Weekday	Saturday	Sunday
Antelope Valley Line	5,808	2,334	1,952
Ventura Line	3,668	N/A	N/A
San Bernardino Line	9,218	3,848	2,604
Riverside Line	4,557	N/A	N/A
Orange County Line	9,167	2,388	2,055
91/Perris Valley Line	2,878	748	518

Source: Metrolink 2017

Note: N/A = not applicable

4.3.3 Metro Bus

In 2017, Metro operated several types of bus services throughout its larger service area. These services can be categorized into rapid, express, local, limited, and shuttle/circulator services based on trip distance, trip frequency, and travel times. The major bus services in each category along the WSAB Transit Corridor and within the Study Area are described below.

4.3.3.1 Metro Rapid

Rapid is a bus service that operates primarily in mixed-flow traffic on heavily traveled corridors with transit signal priority on signals along the route, with limited stops and enhanced bus stations. Major routes in the Study Area include Routes 705, 720, 751, 760, and 762. Table 4.14 shows the service frequency (i.e., minutes between buses) of the Metro Rapid lines. Table 4.15 shows the 2016 ridership statistics on these lines.

Table 4-14. Metro Rapid Service Frequency (2017) (minutes between buses)

Line	Weekdays			Saturdays		Sundays	
	Peaks	Daytime	Evening	Daytime	Evening	Daytime	Evening
705	10-20	30	30	-	-	-	-
720	2-10	7-8	8-20	6-12	10-20	8-12	10-20
751	12-15	20	-	-	-	-	-
760	8-20	25	30	23-27	30	-	-
762	17-30	30	35-70	-	-	-	-

Source: Metro 2017a

Table 4-15. Metro Rapid Weekday Ridership Statistics (2016)

Line	Weekday Estimated Ridership	Average Passenger Miles	Day Count	Total Estimated Ridership	Total Passenger Miles
705	6,207	24,093	255	1,582,891	6,143,684
720	33,826	199,206	255	8,625,751	50,797,657
751	5,007	17,085	255	1,276,776	4,356,674
760	4,874	19,193	255	1,242,833	4,894,157
762	4,013	21,538	255	1,023,390	5,492,072

Source: Metro 2016a

Details of the individual Metro Rapid lines are as follows:

- Line 705 connects West Hollywood with Vernon via La Cienega Boulevard and Vernon Avenue. Of the 27 stops in this line, three stops are located in the vicinity of the LPA within the Study Area, near Vernon.
- Line 720 connects to East Los Angeles, Commerce, Downtown Los Angeles, and Santa Monica via Wilshire Boulevard and Whittier Boulevard. Of the 29 stops in this line, five stops are located within the Study Area, near Downtown Los Angeles.
- Line 751 connects Cypress Park with Huntington Park via Avenue 26, Daly Street, and Soto Street. Of the 21 stops in this line, nine stops are located in the vicinity of the LPA within the Study Area, near Huntington Park and Vernon.
- Line 760 connects Downtown Los Angeles with Lynwood via Santa Fe Avenue, Pacific Boulevard, and Long Beach Boulevard. Of the 24 stops in this line, 15 stops are located within the Study Area.
- Line 762 connects Pasadena with Compton and Lynwood via Fair Oaks Avenue and Atlantic Boulevard. Of the 30 stops in this line, eight stops are located within the Study Area.

4.3.3.2 Metro Express

Metro Express routes provide long-distance trips with fewer stops along the route and more stops at the beginning and end of the routes. The express routes usually operate from stations with park-and-ride lots, with stops at major activity centers or transfer points. The routes use freeways, high-occupancy vehicle, high-occupancy toll, or bus lanes. Two express lines, Lines 460 and 577, pass through the Study Area. Table 4.16 shows the service frequency of the Metro Express routes and Table 4.17 shows the 2016 ridership statistics.

Table 4-16. Metro Express Service Frequency (2017) (minutes between buses)

Line	Weekdays			Saturdays		Sundays	
	Peaks	Daytime	Evening	Daytime	Evening	Daytime	Evening
460	20-30	30	30-60	25-30	30-50	30	30-50
577	40-45	45	60	-	-	-	-

Source: Metro 2017a

Table 4-17. Metro Express Ridership Statistics (2016)

Line	Weekday Estimated Ridership	Average Passenger Miles	Day Count	Total Estimated Ridership	Total Passenger Miles
460	4,877	75,703	255	1,243,715	19,304,382
577	842	12,952	255	214,672	3,302,663

Source: Metro 2016a

Line 460 connects Downtown Los Angeles with Disneyland via Harbor Transitway and I-105. The line has several stops in Downtown Los Angeles, limited stops in the Harbor Transitway and I-105, and several stops east of Norwalk. Of the 71 stops in this line, about 25 are located in the vicinity of the LPA within the Study Area, near Norwalk, Artesia, and Cerritos.

Route 577 is a north-south line that connects El Monte with Long Beach via I-605. There are only seven stops in this line, and three of these stops are located in the vicinity of the LPA within the Study Area, near Norwalk.

4.3.3.3 Shuttle Bus

Shuttle routes and circulators serve short-distance trips and operate in mixed-flow traffic secondary streets. They connect local communities with high-capacity transit services such as Metro Rail. Two major shuttle bus routes are located within the Study Area: Route 611 and Route 612. Table 4.18 shows the service frequency of Metro Shuttle bus service.

Table 4-18. Metro Shuttle Service Frequency (2017) (minutes between buses)

Line	Weekdays			Saturdays		Sundays	
	Peaks	Daytime	Evening	Daytime	Evening	Daytime	Evening
611	30-50	60	60	60	60	60	60
612	60	60	60	60	60	60	60

Source: Metro 2017a

Route 611 is a circulator serving Huntington Park and passes through two Metro A (Blue) Line stops: Vernon and Florence. In all, there are about 80 stops on Route 611, all of which are located in the vicinity of the LPA within the Study Area. Table 4.19 shows the 2016 ridership statistics on this line.

Table 4-19. Line 611 Ridership Statistics (2016)

Day Type	Estimated Ridership	Average Passenger Miles	Day Count	Total Estimated Ridership	Total Passenger Miles
Weekday	1,607	5,060	255	409,740	1,290,403
Saturday	1,055	3,389	53	55,907	179,619
Sunday	893	2,966	58	51,766	172,042
Total	-	-	366	517,413	1,642,064

Source: Metro 2016a

Route 612 is a circulator serving South Gate that passes through two Metro Stops: 103rd Street/Watts Towers on the Metro A (Blue) Line and Willowbrook/Rosa Parks on the Metro C (Green) and A (Blue) Lines. There are about 72 stops in Route 612, about 60 of which are located in the vicinity of the LPA within the Study Area. Table 4.20 shows the 2016 ridership statistics on this line.

Table 4-20. Line 612 Ridership Statistics (2016)

Day Type	Estimated Ridership	Average Passenger Miles	Day Count	Total Estimated Ridership	Total Passenger Miles
Weekday	1,351	4,958	255	344,508	1,264,252
Saturday	1,017	3,881	53	53,881	205,703
Sunday	897	3,408	58	52,026	197,658
Total	-	-	366	450,415	1,667,613

Source: Metro 2016a

4.3.3.4 Local Bus

Several Metro Local bus routes operate on city streets with several stops along the route within the Study Area. Examples of local bus routes in the vicinity include Routes 2, 4, 14, 16, 18, 45, 51, 60, 81, 108, 110, 111, 115, 117, 120, 258, 265, and 266. Table 4.21 shows the service frequency of Metro Local bus service.

Table 4-21. Metro Local Bus Service Frequency (minutes between buses)

Line	Weekdays			Saturdays		Sundays	
	Peaks	Daytime	Evening	Daytime	Evening	Daytime	Evening
2	8-15	20-30	15-20	10-15	20-30	15-20	20-30
4	10-15	15-20	15-20	15-20	15-20	15-20	20-30
14	5-10	10-15	15-20	15-20	15-20	15-20	15-20
16	5-10	10-15	10-15	10-15	10-15	10-15	10-15
18	10	10-15	15-20	10-15	20-30	10-15	20-30
45	5-10	10-15	15-20	10-15	20-30	10-15	20-30
51	5-10	10-15	15-20	10-15	20-30	10-15	20-30
60	15-20	15-20	20-30	15-20	20-30	15-20	20-30
81	5-10	15-20	20-30	20-30	30-60	20-30	30-60
108	8-15	15-17	20-60	14-20	20-60	20	30-60
110	10-20	20-30	20-60	20-30	30-60	30-35	40-60
111	9-20	15	20-60	12-15	20-60	12-15	20-60
115	4-12	12-20	20-60	15-20	30-60	18-22	30-60
117	15-25	22-25	40-60	20-25	30-60	30	30-60
120	30-40	60	50-60	60	60	60	60
258	35-40	40	40-60	-	-	-	-

Line	Weekdays			Saturdays		Sundays	
	Peaks	Daytime	Evening	Daytime	Evening	Daytime	Evening
265	30-55	55	55	55	55	55	55
266	20-30	40	60	40-45	40-45	35-40	50-60

Source: Metro 2017a

Route 2 is an east-west local service from Downtown Los Angeles to Westwood near UCLA via Sunset Boulevard. There are about 97 potential stops in Route 2, about 28 of which are located within the Study Area. Table 4.22 shows the 2016 ridership statistics on this line.

Table 4-22. Route 2 Ridership Statistics (2016)

Day Type	Estimated Ridership	Average Passenger Miles	Day Count	Total Estimated Ridership	Total Passenger Miles
Weekday	15,252	66,165	255	3,889,336	16,872,120
Saturday	9,661	41,722	53	512,054	2,211,272
Sunday	7,266	31,310	58	421,452	1,816,000
Total	-	-	366	5,121,108	20,899,392

Source: Metro 2016a

Route 4 is an east-west local service from Downtown Los Angeles to West Los Angeles via Santa Monica Boulevard. There are about 102 potential stops in Route 4, about 23 of which are located within the Study Area. Table 4.23 shows the 2016 ridership statistics on this line.

Table 4-23. Route 4 Ridership Statistics (2016)

Day Type	Estimated Ridership	Average Passenger Miles	Day Count	Total Estimated Ridership	Total Passenger Miles
Weekday	15,443	58,118	255	3,938,050	14,820,042
Saturday	12,944	51,135	53	686,028	2,710,175
Sunday	10,462	43,511	58	606,811	2,523,612
Total	-	-	366	5,230,889	20,053,829

Source: Metro 2016a

Route 14 is an east-west local service from Downtown Los Angeles to Beverly Hills via Beverly Boulevard. There are about 45 potential stops in Route 14, about 17 of which are located within the Study Area. Table 4.24 shows the 2016 ridership statistics on this line.

Table 4-24. Route 14 Ridership Statistics (2016)

Day Type	Estimated Ridership	Average Passenger Miles	Day Count	Total Estimated Ridership	Total Passenger Miles
Weekday	18,208	56,350	255	4,643,002	14,369,244
Saturday	9,532	31,292	53	505,195	1,658,475
Sunday	7,368	24,929	58	427,321	1,445,880
Total	-	-	366	5,575,518	17,473,599

Source: Metro 2016a

Route 16 is an east-west local service from Downtown Los Angeles to Century City/Culver City via 3rd Street, Burton Way, and Santa Monica Boulevard. There are about 64 potential stops in Route 16, about 11 of which are located within the Study Area. Table 4.25 shows the 2016 ridership statistics on this line.

Table 4-25. Route 16 Ridership Statistics (2016)

Day Type	Estimated Ridership	Average Passenger Miles	Day Count	Total Estimated Ridership	Total Passenger Miles
Weekday	22,337	63,890	255	5,696,056	16,292,013
Saturday	16,775	49,292	53	889,092	2,611,500
Sunday	13,000	39,350	58	753,993	2,282,272
Total	-	-	366	7,339,141	21,185,785

Source: Metro 2016a

Route 18 is an east-west local service from Koreatown to Downtown Los Angeles to Montebello via 6th Street and Whittier Boulevard. There are about 77 potential stops in Route 18, about 23 of which are located within the Study Area. Table 4.26 shows the 2016 ridership statistics on this line.

Table 4-26. Route 18 Ridership Statistics (2016)

Day Type	Estimated Ridership	Average Passenger Miles	Day Count	Total Estimated Ridership	Total Passenger Miles
Weekday	18,566	47,631	255	4,734,231	12,145,936
Saturday	14,186	36,499	53	751,847	1,934,440
Sunday	10,537	29,005	58	611,124	1,682,299
Total	-	-	366	6,097,202	15,762,675

Source: Metro 2016a

Route 45 is a north-south local service from South Los Angeles to Downtown Los Angeles to Lincoln Heights via Broadway. There are about 82 potential stops in Route 45, about 22 of which are located within the Study Area. Table 4.27 shows the 2016 ridership statistics on this line.

Table 4-27. Route 45 Ridership Statistics (2016)

Day Type	Estimated Ridership	Average Passenger Miles	Day Count	Total Estimated Ridership	Total Passenger Miles
Weekday	15,576	48,921	255	3,971,946	12,474,753
Saturday	12,804	40,549	53	678,609	2,149,072
Sunday	9,245	31,058	58	536,208	1,801,363
Total	-	-	366	5,186,773	16,425,188

Source: Metro 2016a

Route 51 is a north-south local service from Compton to Downtown Los Angeles to Koreatown via Compton Boulevard, Avalon Boulevard, San Pedro Street, and 7th Street. There are about 94 potential stops in Route 51, about 89 of which are located in the vicinity of the LPA within the Study Area. Table 4.28 shows the 2016 ridership statistics on this line.

Table 4-28. Route 51 Ridership Statistics (2016)

Day Type	Estimated Ridership	Average Passenger Miles	Day Count	Total Estimated Ridership	Total Passenger Miles
Weekday	25,439	75,763	255	6,486,936	19,319,636
Saturday	20,842	61,140	53	1,104,652	3,240,424
Sunday	14,381	44,763	58	834,109	2,596,261
Total	-	-	366	8,425,697	25,156,321

Source: Metro 2016a

Route 60 is a north-south local service from Compton to Downtown Los Angeles via Long Beach Boulevard/Pacific Avenue, Santa Fe Avenue, and 7th Street. There are about 83 potential stops in Route 60, about 70 of which are located in the vicinity of the LPA within the Study Area. Table 4.29 shows the 2016 ridership statistics on this line.

Table 4-29. Route 60 Ridership Statistics (2016)

Day Type	Estimated Ridership	Average Passenger Miles	Day Count	Total Estimated Ridership	Total Passenger Miles
Weekday	15,277	52,390	255	3,895,574	13,359,511
Saturday	11,607	43,441	53	615,159	2,302,364
Sunday	9,804	38,837	58	568,649	2,252,540
Total	-	-	366	5,079,382	17,914,415

Source: Metro 2016a

Route 81 is a north-south local service from South Los Angeles to Downtown Los Angeles to Eagle Rock via Figueroa Street. There are about 98 potential stops in Route 81, about 20 of which are located within the Study Area. Table 4.30 shows the 2016 ridership statistics on this line.

Table 4-30. Route 81 Ridership Statistics (2016)

Day Type	Estimated Ridership	Average Passenger Miles	Day Count	Total Estimated Ridership	Total Passenger Miles
Weekday	15,489	56,530	255	3,949,752	14,415,099
Saturday	10,345	39,697	53	548,285	2,103,947
Sunday	7,845	30,257	58	455,018	1,754,911
Total	-	-	366	4,953,055	18,273,957

Source: Metro 2016a

Route 108 is an east-west local service from Pico Rivera to Marina Del Rey near Venice via Slauson Avenue. There are about 103 potential stops in Route 108, about 32 of which are located in the vicinity of the LPA within the Study Area. Table 4.31 shows the 2016 ridership statistics on this line.

Table 4-31. Route 108 Ridership Statistics (2016)

Day Type	Estimated Ridership	Average Passenger Miles	Day Count	Total Estimated Ridership	Total Passenger Miles
Weekday	16,362	61,754	255	4,172,365	15,747,303
Saturday	10,210	38,816	53	541,140	2,057,247
Sunday	7,028	28,613	58	407,603	1,659,580
Total	-	-	366	5,121,108	19,464,130

Source: Metro 2016a

Route 110 is an east-west local service from Playa Vista to Bell Gardens via Jefferson Boulevard, Cantilena Avenue, and Gage Avenue. There are about 97 stops in this line, about 50 of which are located in the vicinity of the LPA within the Study Area. Table 4.32 shows the 2016 ridership statistics on this line.

Table 4-32. Route 110 Ridership Statistics (2016)

Day Type	Estimated Ridership	Average Passenger Miles	Day Count	Total Estimated Ridership	Total Passenger Miles
Weekday	9,084	33,007	255	2,316,526	8,416,806
Saturday	5,248	20,044	53	278,128	1,062,322
Sunday	3,496	13,668	58	202,754	792,722
Total	-	-	366	2,797,408	10,271,850

Source: Metro 2016a

Route 111 is an east-west local service from the Inglewood Transit Center to Bell Gardens via Florence Avenue. There are about 53 potential stops in Route 111, about 30 of which are located in the vicinity of the LPA within the Study Area. Table 4.33 shows the 2016 ridership statistics on this line.

Table 4-33. Route 111 Ridership Statistics (2016)

Day Type	Estimated Ridership	Average Passenger Miles	Day Count	Total Estimated Ridership	Total Passenger Miles
Weekday	16,403	54,523	255	4,182,891	13,903,312
Saturday	12,211	38,672	53	647,201	2,049,619
Sunday	10,038	32,100	58	582,230	1,861,819
Total	-	-	366	5,412,322	17,814,750

Source: Metro 2016a

Route 115 is an east-west local service from Norwalk Metro Station to Playa Del Ray via Manchester Boulevard and Firestone Boulevard. There are about 101 potential stops in Route 115, about 37 of which are located in the vicinity of the LPA within the Study Area. Table 4.34 shows the 2016 ridership statistics on this line.

Table 4-34. Route 115 Ridership Statistics (2016)

Day Type	Estimated Ridership	Average Passenger Miles	Day Count	Total Estimated Ridership	Total Passenger Miles
Weekday	15,005	52,567	255	3,826,372	13,404,592
Saturday	9,339	33,582	53	494,989	1,779,863
Sunday	6,944	25,574	58	402,730	1,483,282
Total	-	-	366	4,724,091	16,667,737

Source: Metro 2016a

Route 117 is an east-west local service from the LAX Transit Center to the Lakewood Boulevard Metro Station via Imperial Highway, Tweedy Boulevard, and Century Boulevard. There are about 79 potential stops in Route 117, about 31 of which are located in the vicinity of the LPA within the Study Area. Table 4.35 shows the 2016 ridership statistics on this line.

Table 4-35. Route 117 Ridership Statistics (2016)

Day Type	Estimated Ridership	Average Passenger Miles	Day Count	Total Estimated Ridership	Total Passenger Miles
Weekday	8,493	27,219	255	2,165,589	6,940,727
Saturday	6,160	20,162	53	326,483	1,068,599
Sunday	4,836	16,069	58	280,511	932,005
Total	-	-	366	2,772,583	8,941,331

Source: Metro 2016a

Route 120 is an east-west local service from Aviation/LAX Station to Whittwood Town Center via Imperial Highway, Studebaker Road, Telegraph Road, and Leffingwell Road. There are about 116 potential stops in Route 120, about 35 of which are located in the vicinity of the LPA within the Study Area. Table 4.36 shows the 2016 ridership statistics on this line.

Table 4-36. Route 120 Ridership Statistics (2016)

Day Type	Estimated Ridership	Average Passenger Miles	Day Count	Total Estimated Ridership	Total Passenger Miles
Weekday	4,051	19,494	255	1,033,031	4,970,878
Saturday	1,943	10,206	53	102,990	540,944
Sunday	1,621	8,753	58	94,014	507,670
Total	-	-	366	1,230,035	6,019,492

Source: Metro 2016a

Route 258 is a north-south local service from Altadena to Paramount via Garfield Avenue, Arizona Avenue, Monterey Pass Road, Fremont Avenue, and Lake Avenue. There are about 107 potential stops in Route 258, about 27 of which are located in the vicinity of the LPA within the Study Area. Table 4.37 shows the 2016 ridership statistics on this line.

Table 4-37. Route 258 Ridership Statistics (2016)

Day Type	Estimated Ridership	Average Passenger Miles	Day Count	Total Estimated Ridership	Total Passenger Miles
Weekday	2,185	10,747	255	557,082	2,740,583
Saturday	-	-	-	-	-
Sunday	-	-	-	-	-
Total	-	-	255	557,082	2,740,583

Source: Metro 2016a

Route 265 is a north-south local service from Pico Rivera to Lakewood Center Mall Paramount via Paramount Boulevard. There are about 63 potential stops in Route 265, about 36 of which are located in the vicinity of the LPA within the Study Area. Table 4.38 shows the 2016 ridership statistics on this line.

Table 4-38. Route 265 Ridership Statistics (2016)

Day Type	Estimated Ridership	Average Passenger Miles	Day Count	Total Estimated Ridership	Total Passenger Miles
Weekday	1,602	7,450	255	408,480	1,899,661
Saturday	880	4,304	53	46,615	228,105
Sunday	671	3,472	58	38,891	201,387
Total	-	-	366	493,986	2,329,153

Source: Metro 2016a

Route 266 is a north-south local service from Sierra Madre Villa Station to Lakewood Center Mall via Rosemead Boulevard and Lakewood Boulevard. There are about 107 potential stops in Route 266, about 28 of which are located in the vicinity of the LPA within the Study Area. Table 4.39 shows the 2016 ridership statistics on this line.

Table 4-39. Route 266 Ridership Statistics (2016)

Day Type	Estimated Ridership	Average Passenger Miles	Day Count	Total Estimated Ridership	Total Passenger Miles
Weekday	4,849	23,713	255	1,236,582	6,046,774
Saturday	3,524	17,144	53	186,794	908,617
Sunday	2,722	13,836	58	157,866	802,469
Total	-	-	366	1,581,242	7,757,860

Source: Metro 2016a

4.3.4 Municipal Operators

Other transit operators serving the area include municipal operators, contract operators, and localities. Some of the major operators in the area include the Los Angeles DASH system, the Long Beach Transit system, and the Norwalk Transit System (NTS).

DASH is operated by the City of Los Angeles. There are about 32 lines in DASH, 9 of which are located within the Study Area: Downtown Lines (A, B, D, E, and F), Chesterfield Square, King East, Pueblo del Rio, and Southeast. Table 4.40 shows the service frequency of DASH lines.

Table 4-40. LADOT DASH Service Frequency

Line	Daily Service Frequency		
	Weekday	Saturday	Sunday
Downtown A	7 minutes	-	-
Downtown B	8 minutes	-	-
Downtown D	5-15 minutes	-	-
Downtown E	5 minutes	6 minutes	15 minutes
Downtown F	10 minutes	20 minutes	20 minutes
Chesterfield Square	20 minutes	20 minutes	20 minutes
King-East	20 minutes	20 minutes	-
Pueblo del Rio	20 minutes	20 minutes	-
Southeast	20 minutes	20 minutes	20 minutes

Source: LADOT 2017

Notes: DASH = Downtown Area Short Hop; LADOT = Los Angeles Department of Transportation

The following list describes the lines identified in Table 4.40:

- Downtown A is a circular service in the Downtown Los Angeles area that connects Little Tokyo with City West. The route serves 19 stops, all located within the Study Area.
- Downtown B is a circular service in the Downtown Los Angeles area that connects Chinatown with the Financial District. The route serves 16 stops, all located within the Study Area.
- Downtown D is a circular service in the Downtown Los Angeles area that connects Union Station with South Park. The route serves 22 stops, all located within the Study Area.

- Downtown E is a circular service in the Downtown Los Angeles area that connects City West with the Fashion District. The route serves 26 stops, all located within the Study Area.
- Downtown F is a circular service in the Downtown Los Angeles area that connects the Financial District with the Exposition Park/USC. The route serves 18 stops, all located within the Study Area.
- Chesterfield Square is a circulator service that connects the Chesterfield Square area with Florence Station of the Metro A (Blue) Line. The route serves 34 stops, 20 of which are located in the vicinity of the LPA within the Study Area.
- King-East is a circulator service in the Jefferson Park/South Park Area that travels along Martin Luther King Boulevard and serves San Pedro Station on the Metro A (Blue) Line and Los Angeles Trade Technical College/Ortho Institute on the Metro E (Expo) Line. The route serves 32 stops, all of which are located within the Study Area.
- Pueblo del Rio is a circulator service that connects with the Vernon Station of the Metro A (Blue) Line. The route serves 10 stops, all of which are located in the vicinity of the LPA within Study Area.
- Southeast is a circulator service that serves 37th Street busway station and Vernon Station on the Metro A (Blue) Line. The route serves 42 stops, 22 of which are located in the vicinity of the LPA within the Study Area.

Long Beach Transit is a municipal transit operator of the City of Long Beach and operates fixed and flexible bus transit services in Long Beach and adjoining areas, including Cerritos, Lakewood, Signal Hill, and Belmont Shore. There are 35 routes operated by Long Beach Transit, 13 of which are located in the vicinity of the LPA within the Study Area: Routes 22, 91, 92, 93, 101, 102, 103, 111, 112, 172, 173, 191, and 192. Table 4.41 shows the service frequency of the Long Beach Transit lines.

Table 4-41. Long Beach Transit Lines Service Frequency

Line	Daily Service Frequency	
	Weekday	Weekend
22	30 minutes	40 minutes
91	30 minutes	30 minutes
92	30 minutes	-
93	30 minutes	-
101	40 minutes	60 minutes
102	60 minutes	60 minutes
103	40 minutes	60 minutes
111	30 minutes	60 minutes
112	30 minutes	60 minutes
172	30 minutes	40 minutes
173	30 minutes	40 minutes
191	30 minutes	40 minutes
192	30 minutes	40 minutes

Source: Long Beach Transit 2020

The following list describes the lines identified in Table 4.41:

- Route 22 is a circular service between downtown Long Beach and Metro C (Green) Line Lakewood Station. The route serves 49 stops; 22 stops are in the vicinity of the LPA within the Study Area.
- Route 91 is a circular service between downtown Long Beach and Alondra Boulevard. The route serves 80 stops; 23 stops are in the vicinity of the LPA within the Study Area.
- Route 92 is a circular service between downtown Long Beach and Alondra Boulevard. The route serves 80 stops; 20 stops are in the vicinity of the LPA within the Study Area.
- Route 93 is a circular service between downtown Long Beach and Alondra Boulevard. The route serves 76 stops; 33 stops are in the vicinity of the LPA within the Study Area.
- Route 101 is a circular service between Santa Fe Avenue and Norwalk Boulevard. The route serves 39 stops; 28 stops are in the vicinity of the LPA within the Study Area.
- Route 102 is a circular service between Santa Fe Avenue and Norwalk Boulevard. The route serves 45 stops; 4 stops are in the vicinity of the LPA within the Study Area.
- Route 103 is a circular service between Santa Fe Avenue and Norwalk Boulevard. The route serves 40 stops; 16 stops are in the vicinity of the LPA within the Study Area.
- Route 111 is a circular service between downtown Long Beach and South Street. The route serves 33 stops; 19 stops are in the vicinity of the LPA within the Study Area.
- Route 112 is a circular service between downtown Long Beach and South Street. The route serves 58 stops; 19 stops are in the vicinity of the LPA within the Study Area.
- Route 172 is a circular service between downtown Long Beach and Metro C (Green) Line Norwalk Station. The route serves 68 stops; 30 stops are in the vicinity of the LPA within the Study Area.
- Route 173 is a circular service between downtown Long Beach and Metro C (Green) Line Norwalk Station. The route serves 81 stops; 23 stops are in the vicinity of the LPA within the Study Area.
- Route 191 is a circular service between downtown Long Beach and Bloomfield Street. The route serves 73 stops; 21 stops are in the vicinity of the LPA within the Study Area.
- Route 192 is a circular service between downtown Long Beach and Los Cerritos Center. The route serves 79 stops; 20 stops are in the vicinity of LPA within the Study Area.

NTS is a municipal transit operator of the City of Norwalk and operates fixed-route and paratransit bus transit services in Norwalk and adjoining areas of Artesia, Bellflower, Cerritos, Industry, La Mirada, and Whittier. There are seven routes in NTS, three of which are located in the vicinity of the LPA within the Study Area: Routes 1, 2, and 5. Table 4.42 shows the service frequency of NTS lines.

Route 1 connects Rio Hondo College with Bellflower via Norwalk. There are eight stops in this line, three of which are located in the vicinity of the LPA within the Study Area. Route 2 connects the Norwalk Metro Station with Cerritos College and Cerritos Mall. Seven stops are in this line, five of which are located in the vicinity of the LPA within the Study Area. Route 5 connects the Norwalk Metro Station with La Mirada. There are three stops in this line, two of which are located in the vicinity of the LPA within the Study Area.

Table 4-42. NTS Service Frequency

Line	Daily Service Frequency	
	Weekday	Weekend
Route 1	30 minutes	45 minutes
Route 2	30 minutes	75 minutes
Route 5	45 minutes	-

Source: City of Norwalk 2017

Note: NTS = Norwalk Transit System

4.3.5 Local Operators

Local circulator services, demand response services, and paratransit services are also provided by a variety of operators in the area. Local circulator services are provided by many incorporated cities, including the Cities of Huntington Park, Bell, Bell Gardens, Cudahy, Lynwood, Downey, Paramount, Bellflower, Cerritos, and Artesia. Descriptions of these services are as follows:

- The City of Huntington Park operates Huntington Park Express, a circulator service covering the city and operating weekdays between 6:00 AM and 6:30 PM, with a frequency of every 25 minutes.
- The City of Bell operates La Campana, a circulator service covering the city and major destinations in the neighboring Cities of Cudahy and Bell Gardens. Services operate at a frequency of 40 minutes, 6 days a week.
- The City of Bell Gardens operates a circulator service covering the city. Services operate at a frequency of 20 to 30 minutes, 6 days a week.
- The City of Cudahy operates Cudahy Area Rapid Transit, a free circulator service with 60-minute headways within the city limits during weekdays.
- The City of Lynwood operates four fixed-route services: Red, Green, Purple, and Blue. The Red and Green lines operate with 30-minute headways every day. The Purple line operates with 60-minute headways every day. The Blue line operates with 30-minute headways on weekdays only.
- The City of Downey's public transit system, DowneyLINK, operates Monday through Friday from 6:30 AM to 6:30 PM with four circulating routes. All routes begin and end at the Downey Depot Transportation Center.
- The City of Paramount operates Easy Rider Shuttle, a circulator service covering the city and operating weekdays between 6:00 AM and 6:30 PM, with a frequency of every 25 minutes.
- The City of Bellflower operates two fixed-route lines within the city limits. Hours of service are Monday through Friday, 7:00 AM to 5:00 PM, with 30-minute headways. Lines begin and end each half hour at the Bellflower Transit Center, located on Oak Street east of Bellflower Boulevard.
- The City of Cerritos operates Cerritos on Wheels services, which consist of two fixed-route lines within the city limits. Hours of service are Monday through Friday, 6:00 AM to 5:00 PM, and Saturdays between 9:00 AM and 5:00 PM with 60-minute headways.
- The City of Artesia offers a free-of-charge transportation service, the Artesia Express, to senior citizens and individuals with disabilities who are Artesia residents.

4.3.6 Transit System Performance

Auto travel is the primary mode of transportation throughout Southern California. One measure of transit performance is the mode share, or percentage of trips that are made by transit. LA County has the highest transit share in the region. Table 4.43 shows the percentage of trips by mode in the six-county SCAG region.

Table 4-43. Trips by Mode – SCAG Region

County	Auto	Transit	Bicycle	Walk
Imperial	90.49%	N/A	0.25%	8.22%
Los Angeles	69.65%	4.47%	1.86%	23.28%
Orange	80.76%	2.51%	1.48%	14.39%
Riverside	82.60%	1.14%	1.40%	13.93%
San Bernardino	83.21%	1.52%	1.26%	13.37%
Ventura	81.49%	1.11%	2.65%	13.58%
SCAG Region	74.96%	3.32%	1.70%	19.24%

Source: SCAG 2012

Note: SCAG = Southern California Association of Governments

One measure of transit performance is the percentage of time that the transit vehicle arrives at the stop on time. Table 4.44 shows the on-time performance (per Metro) of Metro-operated bus transit lines in the Study Area. Modest late arrival percentages are an indication of street congestion in the area.

Table 4-44. Weekday On-Time Performance

Line	On-Time	Early	Late
705	66%	5%	29%
720	66%	7%	28%
751	80%	4%	16%
760	67%	4%	29%
762	72%	3%	25%
460	72%	3%	25%
577	85%	1%	14%
611	66%	3%	31%
612	70%	2%	27%
108	70%	7%	23%
110	75%	6%	19%
111	75%	3%	22%
115	71%	5%	24%
117	68%	4%	28%
120	72%	2%	26%
258	68%	3%	28%
265	75%	2%	23%
266	76%	1%	24%

Source: Metro 2016b

4.4 Active Transportation

The Study Area has an extensive bicycle and pedestrian system (Figure 4-11). Within the Study Area, Metro and SCAG have adopted plans, policies, and projects that support active transportation options as a viable transportation mode, as shown in Table 2.1. Regional, county, and local policy and planning documents seek to increase the number of bicyclists who ride for commuting and other daily purposes.

Existing bicycle facilities are shown on Figure 4-11 and are classified using Caltrans' *Highway Design Manual* (Caltrans 2016b). These facility classifications include the following:

- Class I Bikeways are also known as bicycle paths, shared-use paths, or bicycle trails. They provide completely separated right-of-way designated for exclusive use of bicycles and/or pedestrians with cross flows by vehicles minimized. Most of them are located along flood-control channels, riverbanks, active or inactive rail corridor ROW, or utility corridor right-of-way.
- Class II Bikeways are also known as bicycle lanes. These facilities provide striped lanes for one-way bicycle travel on a street.
- Class III Bikeways are also known as bicycle routes. These facilities are suggested travel ways marked by "bike route" signs but have no other signs, striping, or markings separating bicycle traffic from vehicular traffic.
- Class IV Bikeways are protected bike lanes that are physically separated from the vehicle travel lane by more than the white stripe. Separation may be accomplished with grades, flexible bollards, or permanent barriers.

Table 4-45 lists the length of bicycle facilities in miles by classification in the SCAG region.

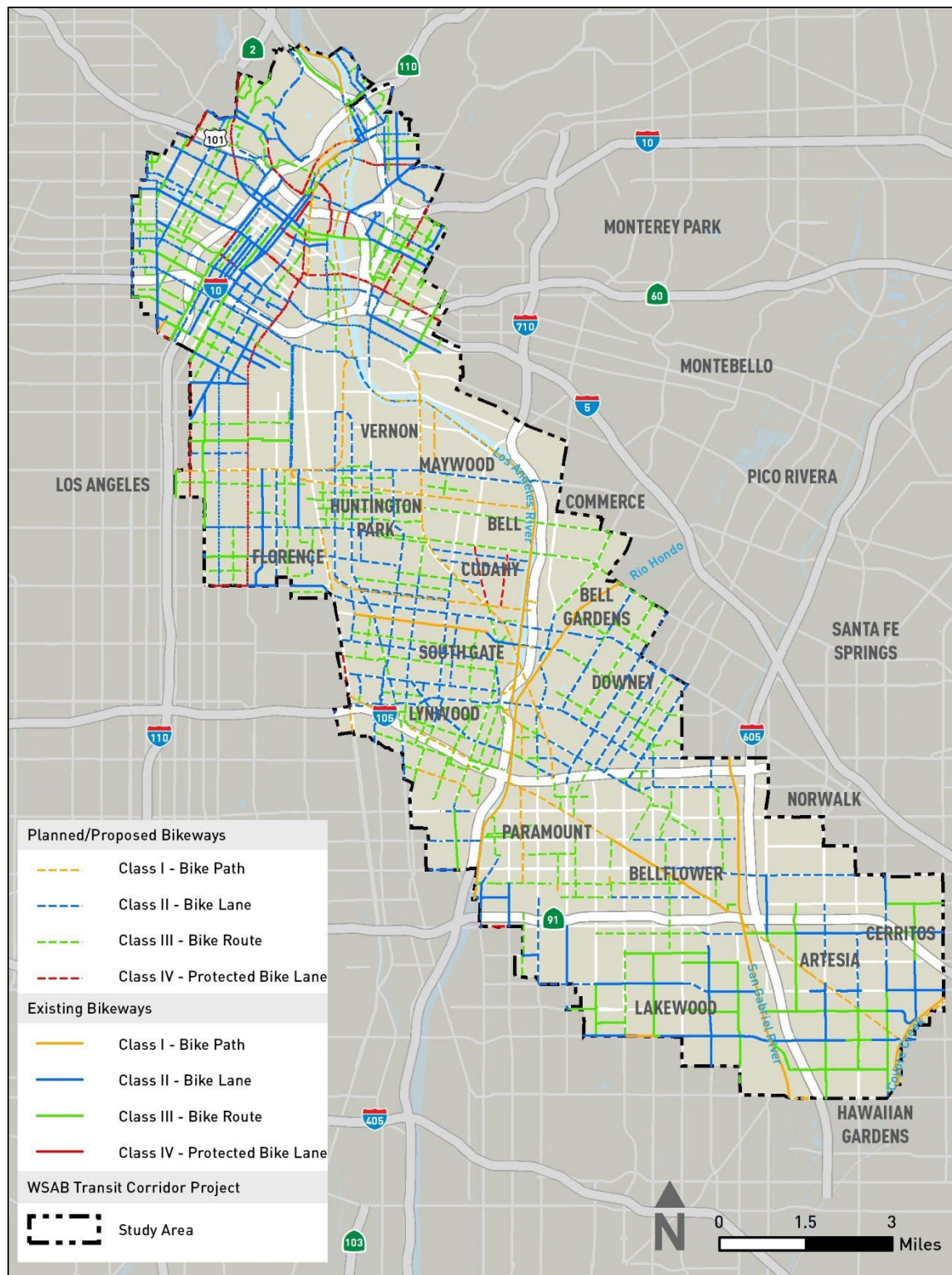
Table 4-45. Existing Bicycle Facilities (Mileage) in the Los Angeles Metropolitan Area (2016)

County	Class 1	Class 2	Class 3	Total
Imperial	3	4	82	89
Los Angeles	302	661	519	1,482
Orange	259	706	87	1,052
Riverside	44	248	129	421
San Bernardino	77	276	150	503
Ventura	61	257	54	379
SCAG Region	746	2,150	1,021	3,919

Source: SCAG 2016

Notes: All units are in miles; SCAG = Southern California Association of Governments

Figure 4-11. Existing Study Area Bikeways (2023)



Source: Prepared by Jacobs in 2020 and updated in 2023

Class I Bikeways within the Study Area that are in the vicinity of the LPA are as follows:

- The Los Angeles River bikeway runs north-south along the Los Angeles River from Vernon to Long Beach. Within the Study Area, the bikeway is parallel to I-710.
- The Rio Hondo Bike Path runs parallel to Rio Hondo channel and joins the Los Angeles River bikeway at the confluence of the Rio Hondo channel and the Los Angeles River in South Gate.
- The San Gabriel River Trail runs north-south along the San Gabriel River. The trail runs from Seal Beach to Azusa. Within the Study Area, the bikeway is parallel to I-605.
- The Southern Avenue Greenway is located in South Gate. This trail runs along Southern Avenue under the overhead power lines. This trail connects with the Los Angeles River bikeway near South Gate via a small Class II segment.
- The Paramount Bike Trail runs on the ROW of the Pacific Electric transit system across the City of Paramount between Somerset Boulevard and Lakewood Boulevard. The trail connects to the Bellflower Bike Trail at the Lakewood Boulevard.
- The Bellflower Bike Trail runs for more than 2 miles on the PEROW transit system across the City of Bellflower. The trail connects to the San Gabriel River Trail at the Ruth R. Caruthers Park.
- The Coyote Creek Trail runs adjacent to the Coyote Creek flood control channel. The path begins in Santa Fe Springs on the north fork of Coyote Creek and extends south into Long Beach, where it joins the San Gabriel River bicycle path.
- The Artesia Historic District Recreation Trails runs parallel to the LPA for 0.5 mile between 183rd Street/Gridley Road and 187th Street/Corby Avenue.

Major Class II Bikeways within the Study Area that are in the vicinity of the LPA are as follows:

- Del Amo Boulevard between Pioneer Boulevard and Paramount Boulevard
- Woodruff Avenue between Ashworth Street and Willow Street
- Pioneer Boulevard from Arteria Boulevard to Cover Street
- Gardendale Avenue from Garfield Avenue to Lakewood Boulevard

4.5 Parking

This section describes the existing on-street parking supply and demand, and the existing off-street parking supply. Within the Affected Area for parking, there is a wide range of parking types and regulations, including on- and off-street parking, both free and paid, and time-restricted parking. There is extensive on- and off-street parking, both free and paid. Observations of on-street parking utilization were made during field surveys conducted in 2017 and 2023.

Note that the parking evaluation in this section is based on existing conditions. The inventory and availability are based on the use of on-street parking for public uses. Since circulation of the Draft EIS/EIR, this section has been revised to focus on the LPA. The presentation of existing conditions data was reorganized to more clearly summarize parking conditions along the LPA. Instead of presenting parking conditions separately for station area and between the stations, the observed results are shown geographically by jurisdiction.

4.5.1 Parking Availability Along the LPA Alignment

The Draft EIS/EIR presented the on-street parking conditions by project features. Specifically, the number of on-street parking spaces, parking type, and parking utilization were summarized separately based on location of the stations and the individual street segments between stations. The same information is presented in this section; however, it is reorganized geographically, by community, from north to south for ease of following the results of the evaluation.

4.5.1.1 City of Los Angeles and Unincorporated Los Angeles County

Table 4-46 summarizes the field review of on-street parking availability in the vicinity of the Slauson/A Line Station within the City of Los Angeles and Unincorporated LA County. The number and type of parking spaces in each block around the location, along with the utilization of these spaces (based on the field observation), are provided.

Northbound Long Beach Avenue has one-hour and time-unlimited parking between Slauson Avenue and 55th Street. Holmes Avenue between Randolph Street and 55th Street has time-unlimited parking on both sides of the street. Compton Avenue between 58th Drive and 56th Street has time-unlimited parking on both sides of the street.

55th Street between Fortuna Street and Holmes Avenue has time-unlimited parking on both sides of the street. 57th Street between Fortuna Street and Bandera Street also has time-unlimited parking on both sides of the street. There is no parking along Slauson Avenue between Hooper Avenue and Alameda Street. There is off-street private parking along the south side of Slauson Avenue between Miramonte Boulevard and Wilmington Street.

There is off-street public parking (2 acres) at the Augustus F. Hawkins Nature Park, which is located near the northeast corner of the Slauson Avenue and Compton Avenue intersection.

The surrounding residential neighborhood streets of Makee Avenue, Miramonte Boulevard, Converse Avenue, 56th Street, 58th Drive, 58th Place, Wilmington Avenue, Alba Street, Bandera Street, Duarte Street, Morgan Avenue, and Fortuna Street all have time-unlimited parking on both sides of the street.

Table 4-46. On-Street Parking Supply and Utilization – City of Los Angeles and Unincorporated Los Angeles County

Roadway Direction	Location	From	To	Parking Type and Number of Existing Spaces					
				NB/WB			SB/EB		
				Parking Type	Total Spaces ^a	Occupied Spaces ^b	Parking Type	Total Spaces ^a	Occupied Spaces ^b
East/West	55th St	Fortuna St	Morgan Ave	TU	8	3	TU	12	7
		Morgan Ave	Long Beach Ave	TU	8	8	TU	7	5
		Long Beach Ave	Duarte St	TU	5	5	TU	5	5
		Duarte St	Holmes Ave	TU	6	5	TU	9	5
		Holmes Ave	Bandera	TL60	6	6	TU	9	8
	57th St	Fortuna St	Morgan Ave	TU	9	6	TU	8	8
		Morgan Ave	Long Beach	TU	8	3	TU	8	6
		Long Beach Ave	Duarte St	TU	8	7	TU	9	6
		Duarte St	Holmes Ave	TU	8	7	TU	10	5
		Holmes St	Bandera St	TU	8	6	TU	8	8
	Slauson Ave	Hooper Ave	Compton Ave	NP	0	0	NP	0	0
		Compton Ave	Long Beach Ave	NP	0	0	TU	0	0
		Long Beach Ave	Alameda St	NP	0	0	TU	7	7

Roadway Direction	Location	From	To	Parking Type and Number of Existing Spaces					
				NB/WB			SB/EB		
				Parking Type	Total Spaces ^a	Occupied Spaces ^b	Parking Type	Total Spaces ^a	Occupied Spaces ^b
North/ South	Compton Ave	56th St	58th St	TU	25	17	TU	25	19
	Makee St	58th St	Slauson Ave	TU	13	10	TU	14	14
	Fortuna St	55th St	56th St	TU	9	9	TU	10	5
		56th St	57th St	TU	11	10	TU	11	6
		57th St	Slauson Ave	TU	20	13	TU	22	17
	Miramonte Blvd	Slauson Ave	60th St	TU	19	18	TU	21	15
	Morgan Ave	55th St	57th St	TU	18	18	TU	20	20
		57th St	Slauson Ave	TU	16	13	TU	17	15
	Long Beach Ave	Slauson Ave	55th St	TL1H, TU	30	29	TU	30	28
	Duarte St	55th St	57th St	TU	21	13	TU	20	12
		57th St	Slauson Ave	TU	18	12	TU	18	14
	Holmes Ave	55th St	57th St	TU	18	10	TU	13	10
		57th St	Slauson Ave	TU	18	17	TU	16	14
		Slauson	Randolph St	TU	6	6	TU	12	9
	Banderas St	55th St	57th St	TU	18	13	TU	22	20
		57th St	Slauson Ave	TU	17	10	TU	15	7

Source: Jacobs Field Observations 2017

Notes: ^a Where street parking was not striped, existing supply was determined using a measurement of 25 feet.

^b Observations made during peak parking periods based on land use.

EB = eastbound; M1H = Metered 1 Hour; NB = northbound; NP = No Parking; SB = southbound; TL60 = Time-Limited 60 Minutes; TU = Time-Unlimited; WB = westbound

4.5.1.2 Cities of Huntington Park, Bell, and Cudahy

Table 4-47 summarizes the field review of on-street parking availability in the Cities of Huntington Park, Bell, and Cudahy. Observations include the areas in the vicinity of the Pacific/Randolph and Florence/Salt Lake Stations. The number and type of parking spaces in each block around the location, along with the utilization of these spaces (based on the field observation), are provided.

Randolph Street between Santa Fe Avenue and Malabar Street has time-unlimited parking on both sides of the street. Westbound Randolph Street between Malabar Street and Rugby Avenue has no parking, while most of this segment in the eastbound direction has time-unlimited parking. In the median of Randolph Street between Alameda Street and Santa Fe Avenue, there is time-unlimited parking.

Pacific Boulevard between Gage Avenue and Belgrave Avenue is a major commercial corridor with metered parking on both sides of the street. Gage Avenue between Pacific Boulevard and Rita Avenue has two-hour metered parking on both sides of the street, with the exception of no parking between Rita Avenue and Seville Avenue.

Parking on Clarendon Avenue between Cottage Street and Passaic Street is largely time unlimited. Belgrave Avenue between Regent Avenue and Miles Avenue has time-unlimited parking on both sides of the street, with some two-hour parking and no-parking zones. Parking on Slauson Avenue between Santa Fe Avenue and Miles Avenue includes time-unlimited parking, two-hour restricted parking, and some green curb parking. Surrounding residential neighborhood streets, including Middleton Street, Malabar Street, Rugby Street, Rita Avenue, Seville Avenue, Stafford Avenue, Templeton Street, State Street, and Plaska Street have time-unlimited parking.

Florence Avenue has time-unlimited parking between State Street and Salt Lake Avenue. Between Salt Lake Avenue and Bear Avenue, Florence Avenue has two-hour parking on both sides of the street. On the west side of the San Pedro Branch tracks between Florence Avenue and Hope Street, Salt Lake Avenue has time-unlimited parking and stretches of no parking. On the east side of the San Pedro Branch tracks, Salt Lake Avenue is mostly no parking, with the exception of the east side of the street between Live Oak Street and Walnut Street.

California Avenue has two-hour parking between Walnut Street and Hope Street. Salt Lake Park near the intersection of Florence Avenue and Salt Lake Avenue has several off-street parking lots that are time-unlimited. Several private off-street parking lots are along Florence Avenue that are time-unlimited. The streets in the residential neighborhood bounded to the north and south by Florence Avenue have time-unlimited parking.

The east side of Atlantic Avenue between Ardine Street and Patata Street has two-hour parking, while the west side of the street has time-unlimited parking. There is no parking along Atlantic Avenue between Patata Street and Wright Place, but time-unlimited parking is available between Wright Place and Firestone Boulevard.

Ardine Street has time-unlimited parking between Atlantic Avenue and Salt Lake Avenue. Salt Lake Avenue has no parking along the east side of the street and has time-unlimited parking along the west side between Ardine Street and Atlantic Avenue. Patata Street has time-unlimited parking between Atlantic Avenue and Wilcox Street.

Table 4-47. On-Street Parking Supply and Utilization – Cities of Huntington Park, Bell, Cudahy

Roadway Direction	Jurisdiction	Street	From	To	Parking Type and Number of Existing Spaces					
					NB/WB			SB/EB		
					Parking Type	Total Spaces ^a	Occupied Spaces ^b	Parking Type	Total Spaces ^a	Occupied Spaces ^b
East/West	Huntington Park	Slauson Ave	Malabar St	Pacific Blvd	TL2H7-6	8	6	TL2H7-6	14	8
			Pacific Blvd	Seville Ave	TU	16	8	TL2H7-6	14	9
			Seville Ave	Stafford Ave	TL2H7-6	9	4	TL2H7-6	7	7
			Stafford Ave	Templeton St	TL2H7-6	6	4	TU	13	6
			Templeton St	Miles Ave	NP	0	0	NP	0	0
		Randolph St ^c	Alameda	Albany	TU, TL20, NP	57	14	TU, NP	61	26
			Albany	Santa Fe	TU	33	22	TU, NP	27	22
			Santa Fe	Middleton	NP	0	0	TU	9	6
			Middleton	Malabar	TU	11	4	TU	15	7
			Malabar	Rugby	NP	0	0	TU	13	10
			Rugby	Pacific	TU, NP	2	2	TU, NP	3	2
			Pacific	Seville	TU, NP	4	3	TU, NP	17	14
			Seville	Stafford	TU, TL20, NP	5	2	TU	14	11
			Stafford	Templeton	TU	14	10	TU	15	12
			Templeton	Miles	TU	6	4	TU	6	6
			Miles	Arbutus	TU	33	27	TU, TL20	48	40
			Arbutus	State	TU	14	14	TU, TL20, NP	20	17
			State	Plaska	NP	0	0	TU	7	3

Roadway Direction	Jurisdiction	Street	From	To	Parking Type and Number of Existing Spaces					
					NB/WB			SB/EB		
					Parking Type	Total Spaces ^a	Occupied Spaces ^b	Parking Type	Total Spaces ^a	Occupied Spaces ^b
	Huntington Park	Clarendon Ave ^c	Cottage St	Albany St	TU	9	8	TU	9	8
			Albany St	Marbrisa Ave	TU	10	10	TU	10	7
			Marbrisa Ave	Santa Fe Ave	TU	5	4	TU, TL20	8	4
			Santa Fe Ave	Middleton St	TU	8	8	TU	8	5
			Malabar St	Rugby Ave	TU	12	11	TU	10	7
			Rugby Ave	Pacific Blvd	TU	10	4	TU, TL2H	12	3
			Pacific Blvd	Rita Ave	TU, TL20	9	9	TU	11	10
			Rita Ave	Seville Ave	TU	8	6	TU	9	7
			Seville Ave	Stafford Ave	TU	13	12	TU	12	11
			Stafford Ave	Templeton St	TU	12	9	TU	13	8
			Templeton St	Miles Ave	TU	7	5	TU, NP	5	5
			Miles Ave	Passaic St	TU	22	17	TU	25	24
	Huntington Park	Belgrave Ave ^c	Regent St	Albany St	TU, NP	15	15	TU	18	18
			Albany St	Santa Fe Ave	TU	15	4	TU	13	8
			Santa Fe Ave	Malabar St	TU	19	15	TU	19	13
			Malabar St	Rugby Ave	TU	10	9	TU	8	7
			Rugby Ave	Pacific Blvd	TU, TL2H	9	7	TU, TL2H	11	5
			Pacific Blvd	Seville Ave	TU	27	13	TU	22	10
			Seville Ave	Stafford Ave	TU	10	8	TU	13	5

Roadway Direction	Jurisdiction	Street	From	To	Parking Type and Number of Existing Spaces					
					NB/WB			SB/EB		
					Parking Type	Total Spaces ^a	Occupied Spaces ^b	Parking Type	Total Spaces ^a	Occupied Spaces ^b
			Stafford Ave	Templeton St	TU, TL2H	11	7	TU, TL2H	10	8
			Templeton St	Miles Ave	TL2H	5	2	TL2H	5	3
		Gage Ave	Rugby Ave	Pacific	M2H	3	3	M2H	2	2
			Pacific Blvd	Rita Ave	M2H	1	1	M2H	1	1
			Rita Ave	Seville Ave	NP	0	0	NP	0	0
			Seville Ave	Miles Ave	M2H	20	14	M2H	9	7
			Newell St ^c	Hollenbeck St	TU	7	6	TU, TL20	5	5
			Hollenbeck St ^c	Bissell St	TU, TL20	6	5	TU, NP	6	4
			Bissell St ^c	Salt Lake Ave	TU, NP, TL2H	11	7	TU, TL20	11	9
			Salt Lake Ave ^c	Orchard Ave	TU, TL2H, NP	9	2	TL2H, NP	11	0
	Huntington Park/Bell	Bell Ave ^c	Bissell St	Salt Lake Ave	TU	16	7	TU	16	3
			Salt Lake Ave	California Ave	TU	11	6	TU	11	7
			California Ave	Loma Vista Pl	TU	6	0	TU	8	3
	Huntington Park/Bell	Florence	California Ave (west) ^c	California Ave (east)	TU	4	0	NP	0	0
	Bell		California Ave (east) ^c	Bear Ave	TU, TL2H, NP	13	9	TU, TL2H, NP	19	16

Roadway Direction	Jurisdiction	Street	From	To	Parking Type and Number of Existing Spaces					
					NB/WB			SB/EB		
					Parking Type	Total Spaces ^a	Occupied Spaces ^b	Parking Type	Total Spaces ^a	Occupied Spaces ^b
	Huntington Park		State St	Salt Lake Ave	TU	33	13	NP	33	18
	Bell		Salt Lake Ave	Bear Ave	TL2H7-6	17	15	TL2H7-6	14	9
	Cudahy	Santa Ana St ^c	Otis St	Salt Lake Ave	TU, NP	16	11	TU, NP	10	4
			Salt Lake Ave	Clarkson Ave	TU	16	16	TU	15	14
	Cudahy	Ardine St ^c	Salt Lake Ave	Atlantic Ave	TU	13	1	TU	24	11
		Patata St	Atlantic Ave	Wilcox Ave	TU	18	0	TU	15	0
	Huntington Park	Hope St	California Ave	Salt Lake Ave	TU	32	22	TU	37	5
		Flower St	Yahualica Pl ^c	California Ave	TU	53	36	TU	46	35
			California Ave	Salt Lake Ave	TU	25	12	TU	29	25
		Live Oak St	State St ^c	California Ave	TU	52	36	TU	58	26
			California Ave ^c	Salt Lake Ave	TU	18	8	TU	18	14
	Cudahy		Salt Lake Ave	Bear Ave	TU	7	5	TU	7	2
	Huntington Park	California St ^c	State St	California Ave	TU	50	19	TU	52	22
			California Ave	Salt Lake Ave	TU	11	9	TU	13	9
		Walnut St	State St ^c	California Ave	TU	57	36	TU	59	45
			California Ave ^c	Salt Lake Ave	NP	0	0	TU	6	0
			Salt Lake Ave	Bear Ave	TU	6	5	NP	0	0
	Bell, Cudahy	Weik Ave	Anita Dr	Bear Ave	TU	18	10	TU	19	6
			California Dr	Anita Dr	TU	7	3	TU	8	2
		Beck Ave	California Ave	Bear Ave	TU	31	10	NP	0	0

Roadway Direction	Jurisdiction	Street	From	To	Parking Type and Number of Existing Spaces					
					NB/WB			SB/EB		
					Parking Type	Total Spaces ^a	Occupied Spaces ^b	Parking Type	Total Spaces ^a	Occupied Spaces ^b
		Anita Dr	California Ave	Weik Ave	TU	13	5	TU	13	2
North/ South	Huntington Park	Alameda St ^c	Belgrave Ave	Randolph St	TL20	2	0	NP	0	
		Albany St ^c	Laura Ave	Belgrave Ave	TU	11	10	TU	10	10
			Belgrave Ave	Randolph St	TU	7	7	TU	4	4
			Randolph St	Clarendon Ave	TU	33	25	TU	32	26
		Santa Fe Ave ^c	Slauson Ave	Belgrave Ave	TU, NP	11	0	TU, NP	7	1
			Belgrave Ave	Randolph St	TU, NP	4	0	TU	9	0
			Randolph St	Clarendon Ave	TU	21	11	TU, TL20	21	18
		Malabar St	Slauson Ave	Belgrave Ave	TL2H7-6	14	10	TL2H7-6	13	6
			Belgrave Ave	Randolph St	TU	14	8	TU	17	4
			Randolph St	Clarendon Ave	TU	26	14	TU	23	4
			Clarendon Ave	Gage Ave	TU	17	10	TU	20	14
		Rugby Ave ^c	Cul-de-sac	Belgrave Ave	TU	14	12	TU	11	11
			Belgrave Ave	Randolph St	TU	17	14	TU	17	12
			Randolph St	Clarendon Ave	TU	15	11	TU	27	22
		Pacific Blvd ^c	Slauson Ave	Belgrave Ave	M2H	18	0	M2H	11	3
			Belgrave Ave	Randolph St	M2H	12	0	M2H	14	8
			Randolph St	Clarendon Ave	M2H, NP	25	12	M2H, TL20	29	10
			Clarendon Ave	Gage Ave	M2H	30	5	M2H	32	21
	Huntington Park	Rita Ave	Slauson Ave	Belgrave Ave	TU	14	4	TU	13	4
			Belgrave Ave	Randolph St	TU	15	9	TU	17	8

Roadway Direction	Jurisdiction	Street	From	To	Parking Type and Number of Existing Spaces					
					NB/WB			SB/EB		
					Parking Type	Total Spaces ^a	Occupied Spaces ^b	Parking Type	Total Spaces ^a	Occupied Spaces ^b
			Randolph St	Clarendon Ave	TU	25	10	TU	26	16
			Clarendon Ave	Gage Ave	TU	18	9	TU	19	10
		Seville Ave	Belgrave Ave ^c	Randolph St	TU	21	15	TU	22	22
			Randolph St ^c	Clarendon Ave	TU, TL20	17	12	TU	19	14
			Clarendon Ave	Gage Ave	TU	17	12	TU	19	15
		Stafford Ave	Slauson Ave	Belgrave Ave	TU	15	10	TU	15	14
			Belgrave Ave	Randolph St	TU	16	12	TU	17	14
			Randolph St	Clarendon Ave	TU	23	13	TU	24	20
			Clarendon Ave	Gage Ave	TU	16	10	TU	18	9
		Templeton St	Slauson Ave	Belgrave Ave	TU	13	6	TU	14	5
			Belgrave Ave	Randolph	TU	14	9	TU	16	10
			Randolph St	Clarendon Ave	TU	26	16	TU	25	12
			Clarendon Ave	Gage Ave	TU	17	12	TU	18	13
		Miles Ave ^c	Slauson Ave	Belgrave Ave	TL2H	11	10	TL2H	10	8
			Belgrave Ave	Randolph St	TL2H, NP, TL20	18	6	TL2H, NP	10	7
			Randolph St	Clarendon Ave	TU	3	3	TU, NP	7	3
			Clarendon Ave	Gage Ave	TU	17	10	TU	19	12
		State St	Randolph St ^c	Gage Ave	TU	19	14	TU	17	16
			Live Oak St	California St	TL2H7-6	2	3	TU	5	0
			California St	Walnut St	TL2H7-6	8	0	TU	7	0
			Walnut St	Florence Ave	NP	0	0	NP	0	0

Roadway Direction	Jurisdiction	Street	From	To	Parking Type and Number of Existing Spaces					
					NB/WB			SB/EB		
					Parking Type	Total Spaces ^a	Occupied Spaces ^b	Parking Type	Total Spaces ^a	Occupied Spaces ^b
		Plaska Ave ^c	Randolph St	Gage Ave	TU	28	27	TU	30	27
	Bell	Maywood Ave ^c	Randolph St	Gage Ave	TL2H	12	12	NP	0	0
	Huntington Park, Bell	Salt Lake Ave ^c	Bell Ave	Florence Ave	TU	114	1	TU	30	0
	Cudahy		Ardine St	Atlantic Ave	TU	37	0	NP	0	0
	Huntington Park, Bell	Salt Lake Ave E	Gage Ave ^c	Bell Ave	TU	37	13	TU, NP	16	12
	Cudahy		Elizabeth ^c	Santa Ana	TU, NP	20	20	NP	0	0
			Santa Ana St ^c	Cecilia St	NP	0	0	NP	0	0
			Live Oak St	Walnut St	TU	7	0	NP	0	0
	Huntington Park		Walnut St	Florence Ave	NP	0	0	NP	0	0
	Huntington Park, Cudahy	Salt Lake Ave W	Otis St ^c	Santa Ana St	NP	0	0	TU	20	10
			Hope St	Flower St	NP	0	0	NP	0	0
			Flower St	Live Oak St	NP	0	0	NP	0	0
			Live Oak St	California St	NP	0	0	NP	0	0
			California St	Walnut St	NP	0	0	NP	0	0
			Walnut St	Florence Ave	TU	21	4	TU	10	6
		California Ave	Hope St	Flower St	TL2H7-6	5	0	TL2H7-6	6	2
			Flower St	Live Oak St	TL2H7-6	5	0	TL2H7-6	6	3
			Live Oak St	California St	TL2H7-6	6	0	TL2H7-6	6	1

Roadway Direction	Jurisdiction	Street	From	To	Parking Type and Number of Existing Spaces					
					NB/WB			SB/EB		
					Parking Type	Total Spaces ^a	Occupied Spaces ^b	Parking Type	Total Spaces ^a	Occupied Spaces ^b
	Bell		California St	Walnut St	TL2H7-6	7	0	TL2H7-6	7	5
			Walnut St	Florence Ave	NP	0	0	NP	0	0
			Florence Ave	Beck Ave	TU	10	0	NP	0	0
			Smith St ^c	Bell Ave	TU	13	4	TU	11	3
			Bell Ave ^c	Nevada St	TU	9	1	TU	10	1
	Cudahy	Bear Ave	Live Oak St	Walnut St	TU	8	3	TU	9	4
	Bell, Cudahy		Walnut St	Florence Ave	TU	4	1	NP	0	0
	Bell		Florence St	Beck Ave	TU	14	14	TU	17	8

Source: Jacobs Field Observations 2017; WSP Field Observations 2023

Notes: ^a Where street parking was not striped, existing supply was determined using a measurement of 25 feet.

^b Observations made during peak parking periods based on land use.

^c Updated field observations made in 2023.

EB = eastbound; M2H = Metered 2 Hour; NB = northbound; NP = No Parking; SB = southbound; TL20 = Time-Limited 20 Minutes; TL2H7-6 = Time-Limited 2 Hours, 7 AM to 6 PM; TU = Time-Unlimited; WB = westbound

4.5.1.3 Cities of South Gate and Downey

Table 4-48 summarizes the field review of on-street parking availability in the Cities of South Gate and Downey, which includes the areas in the vicinity of the Firestone Station, Gardendale Station, and I-105/C Line Station. The number and type of parking spaces in each block around the location, along with the utilization of these spaces (based on the field observation), are provided.

Firestone Boulevard has no parking along the north side of the street between Atlantic Avenue and Kauffman Avenue. The south side of Firestone has no parking between Atlantic Avenue and Vossler Avenue, and time-unlimited parking between Vossler Avenue and Hildreth Avenue. Firestone Boulevard has two-hour parking between 9:00 AM and 3:00 PM, with no parking outside of those hours between Hildreth Avenue and Kauffman Avenue, and between Atlantic Avenue and Mason Street.

The south side of Branyon Avenue has no parking between Atlantic Avenue and Lotta Avenue and has time-unlimited parking for the remainder. Lotta Avenue has time-unlimited parking between Firestone Boulevard and Branyon Avenue, except for three spaces on the west side of the street, south of Firestone Boulevard, which are marked 30-minute parking. The neighborhood south of Firestone Boulevard and west of Atlantic Avenue has time-unlimited parking. There is also time-unlimited parking for the first block south of Firestone Boulevard along Dudlext Avenue and Burk Avenue. A large shopping center northwest of Atlantic Avenue and Firestone Boulevard has 14.5 acres of off-street parking.

There is time-unlimited parking along the north side of Gardendale Street between Utah Avenue and Industrial Avenue, and between Monroe Avenue and Arizona Avenue. Time-unlimited parking is also available along the south side of Gardendale Street between Utah Avenue and Garfield Avenue, and between Garfield Avenue and Center Street. There is no parking westbound on Gardendale Street between Industrial Avenue and Arizona Avenue.

Utah Avenue has time-unlimited parking between Gardendale Street and McKinley Avenue. Garfield Avenue also has time-unlimited parking between Gardendale Street and McKinley Avenue, except for the west side of the street between Gardendale Street and Monroe Avenue, where there is no parking. The west side of Center Street between Gardendale Street and Wilson Avenue has no parking Monday through Friday between 8:00 AM and 5:00 PM, but the east side of the street has time-unlimited parking. Both Industrial Avenue and Arizona Avenue have time-unlimited parking from Gardendale Street to Wilson Avenue.

Monroe Avenue and McKinley Avenue have time-unlimited parking between Utah Avenue and Garfield Avenue. Time-unlimited parking is available along Monroe Avenue, Taft Avenue, Jefferson Avenue, McKinley Avenue and Wilson Avenue between Garfield Avenue and Center Street. Additional time-unlimited parking is available along McKinley Avenue and Wilson Avenue between Industrial Avenue and Arizona Avenue. No public off-street parking lots were observed near the Gardendale Station area. The County of Los Angeles Department of Public Works operates the Hollydale Yard, which has 6.5 acres of off-street parking between the proposed corridor and Garfield Avenue. There are also 2.5 acres of private off-street parking adjacent to the east side of the proposed corridor. There were no public off-street parking lots observed near the Firestone Station, Gardendale Station, and I-105/C Line Station areas.

Table 4-48. On-Street Parking Supply and Utilization – Cities of South Gate and Downey

Roadway Direction	Jurisdiction	Location	From	To	Parking Type and Number of Existing Spaces					
					NB/WB			SB/EB		
					Parking Type	Total Spaces ^a	Occupied Spaces ^b	Parking Type	Total Spaces ^a	Occupied Spaces ^b
East/ West	South Gate	Firestone Blvd	Kauffman Ave	Annetta Ave	NP	0	0	TU	4	4
			Annetta Ave	Hildreth Ave	NP	0	0	TU	4	1
			Hildreth Ave	Burke Ave	NP	0	0	TU	6	2
			Burke Ave	Dudlext Ave	NP	0	0	TU	7	2
			Dudlext Ave	Vossler Ave	NP	0	0	TU	7	0
			Vossler Ave	Atlantic Ave	NP	0	0	NP	0	0
			Atlantic Ave	Mason St	NP, TL2H9-3	20	1	NP, TL2H9-3	18	2
		Mason St	Atlantic Ave	Firestone Blvd	TU	23	23	TU	20	20
		Southern Ln	Vossler Ave	May Ct	TU	11	10	TU	11	0
			May Ct	Atlantic Ave	TU	12	11	TU	10	0
		Branyon Ave	Atlantic Ave	Lotta Ave	NP	0	0	NP	0	0
			Lotta Ave	End	TU	4	3	TU	15	13
		Monroe Ave ^c	Utah Ave	Garfield Ave	TU	6	3	TU	7	2
			Garfield Ave	Gardendale St	TU	4	2	TU	9	2
		Taft Ave ^c	Garfield Ave	Center St	TU	20	9	TU	23	15
		Jefferson Ave	Garfield Ave	Center St	TU	21	5	TU	21	10
		McKinley Ave	Utah Ave	Garfield Ave	TU	7	4	TU	7	3
			Garfield Ave	Center St	TU	22	10	TU	22	13
			Industrial Ave ^c	Arizona Ave	TU	24	16	TU	24	10
		Wilson Ave	Garfield Ave	Center St	TU	25	14	TU	25	18
			Industrial Ave	Arizona Ave	TU	15	6	TU	13	7

Roadway Direction	Jurisdiction	Location	From	To	Parking Type and Number of Existing Spaces					
					NB/WB			SB/EB		
					Parking Type	Total Spaces ^a	Occupied Spaces ^b	Parking Type	Total Spaces ^a	Occupied Spaces ^b
		Century Blvd ^c	Garfield Ave	Center St	TU	27	16	TU	23	10
			Center St	Industrial Ave	TU	17	1	TU	18	1
		Main Street	Center St	Dakota Ave	TU	3	1	TU	1	0
			Dakota Ave	Industrial Ave	TU	4	0	TU	4	1
		Lincoln Ave	Garfield Ave	Center St	TU	28	16	TU	28	14
			Industrial Ave	Hoover Ave	TU	17	10	TU	17	13
			Hoover Ave	Alley	TU	22	10	TU	24	10
		Florence Ave	Century Blvd	Center St	TU	26	14	TU	27	9
			Industrial Ave	Hoover Ave	TU	13	5	TU	11	4
			Hoover Ave	Alley	TU	23	11	TU	29	13
		Nevada Ave	Century Blvd	Center St	TU	10	4	TU	8	5
			Industrial Ave	Hoover Ave	TU	8	2	TU	7	3
			Hoover Ave	End	TU	8	5	TU	11	1
	Downey	Gardendale St	Utah Ave	Garfield Ave	TU	9	1	TU	5	2
			Garfield Ave ^c	Dakota Ave	TU	32	1	TU	5	0
			Dakota Ave ^c	Industrial Ave	TU	14	1	TU	6	0
			Industrial Ave ^c	Arizona Ave	NP	0	0	TU	30	9
North/ South	South Gate	Lotta Ave	Firestone Blvd	Branyon Ave	TU	14	3	TU	7	2
		Atlantic Ave	Ardine St	Patata St	TU	10	10	TL2H7-6	9	5
			Patata St	Mason St	NP	0	0	TU	6	5
			Firestone Blvd	Southern Ln	TU	14	14	TU	10	7
		May Ct	Vossler Ave	Southern Ln	TU	24	0	TU	24	24

Roadway Direction	Jurisdiction	Location	From	To	Parking Type and Number of Existing Spaces					
					NB/WB			SB/EB		
					Parking Type	Total Spaces ^a	Occupied Spaces ^b	Parking Type	Total Spaces ^a	Occupied Spaces ^b
		Vossler Ave	Firestone Blvd	May Ct	TU	16	0	TU	10	10
			May Ct	Southern Ln	TU	17	0	TU	17	17
		Dudlex Ave	Firestone Blvd	Alley	TU	2	2	TU	3	2
		Burke Ave	Firestone Blvd	Alley	TU	3	2	TU	2	2
		Hildreth Ave	Firestone Blvd	Alley	NP	0	0	NP	0	0
		Arizona Ave	Gardendale St	McKinley Ave	TU	6	4	TU	6	3
			McKinley Ave	Wilson Ave	TU	5	1	TU	6	0
		Industrial Ave ^c	Gardendale St	McKinley Ave	TU	8	2	TU	12	6
			McKinley Ave	Wilson Ave	TU	11	10	TU	8	6
			Lincoln Ave	Century Blvd	TU	30	12	TU	29	7
		Center St	Gardendale St ^c	Taft Ave	TU	5	1	TU	7	0
			Taft Ave	Jefferson Ave	TU, NP8-5	8	0	TU	8	4
			Jefferson Ave	Wilson Ave	TU, NP8-5	17	0	TU	22	22
			Lincoln Ave	Florence Ave	TU, NP8-5	9	0	TU	4	4
			Florence Ave	Century Blvd	NP	0	0	TU	10	4
		Garfield Ave	Gardendale St	Monroe Ave	NP	0	0	TU	2	0
			Monroe Ave	McKinley Ave	TU	25	6	TU	24	1
			McKinley Ave	Wilson Ave	TU	9	3	TU	8	2
			Lincoln Ave	Century Blvd	TU	2	0	TU	2	0
		Utah Ave	Gardendale St	Monroe Ave	TU	14	7	TU	13	8
			Monroe Ave	Utah Ave	TU	28	10	TU	28	6

Roadway Direction	Jurisdiction	Location	From	To	Parking Type and Number of Existing Spaces					
					NB/WB			SB/EB		
					Parking Type	Total Spaces ^a	Occupied Spaces ^b	Parking Type	Total Spaces ^a	Occupied Spaces ^b
		Hoover Ave	Lincoln Ave	Florence Ave	TU	7	2	TU	7	4
			Florence Ave	Nevada Ave	TU	10	5	TU	9	2
			Nevada Ave	End	TU	5	3	TU	10	0
		Industrial Ave	Lincoln Ave	Florence Ave	TU	7	6	TU	10	7
			Florence Ave	Nevada Ave	TU	11	0	TU	10	0
			Nevada Ave	Century Blvd	TU	6	0	TU	10	0

Source: Jacobs Field Observations 2017; WSP Field Observations 2023

Notes: ^a Where street parking was not striped, existing supply was determined using a measurement of 25 feet.

^b Observations made during peak parking periods based on land use.

^c Updated field observations made in 2023.

EB = eastbound; NB = northbound; NP = No Parking; NP8-5 = No Parking 8 AM to 5 PM; SB = southbound; TL2H7-6 = Time-Limited 2 Hours, 7 AM to 6 PM

TL2H9-3 = Time-Limited 2 Hours, 9 AM to 3 PM; TU = Time-Unlimited; WB = westbound

4.5.1.4 Cities of Paramount and Bellflower

Table 4-49 summarizes the field review of on-street parking availability in the Cities of Paramount and Bellflower, which includes areas in the vicinity of the I-105/C Line Station, Paramount/Rosecrans Station, and Bellflower Station. The number and type of parking spaces in each block around the location, along with the utilization of these spaces (based on the field observation), are provided.

Both sides of Paramount Boulevard north of Rosecrans Avenue have time-unlimited parking, except for 30-minute restricted parking on the northwest corner of Rosecrans Avenue and Paramount Boulevard. The neighborhood to the east of Paramount Boulevard (along Howe Street, Rose Street, Laredo Avenue, McClure Avenue, and Colorado Avenue) has time-unlimited parking. The south side of Rose Street has time-unlimited parking east of Paramount Boulevard, while the north side of the street has no parking. The west side of Orizaba Avenue has time-unlimited parking between Rose Street and Rosecrans Avenue, while the east side of the street has no parking. Paramount Boulevard south of Rosecrans Avenue has no parking.

The north side of Rosecrans Avenue has time-unlimited parking west of Paramount Avenue. The south side of Rosecrans Avenue between Paramount Avenue and Bianchi Way has no parking between 3:00 PM and 6:00 PM, and there is no parking west of Bianchi Way. America City Way and Bianchi Way have no parking. Time-unlimited parking is available on Rosecrans Avenue east of Paramount Boulevard.

No public off-street parking lots were observed near the proposed station area. Approximately 10 acres of private off-street parking are available west of Paramount Boulevard between All America City Way and Rosecrans Avenue. Additional private off-street parking is available at the schools located southeast of Paramount Boulevard and the proposed corridor.

The area surrounding the Bellflower Station is largely residential to the west of Bellflower Boulevard, and commercial to the east. Bellflower Boulevard has time-limited parking between Laurel Street and Alondra Boulevard, except for a section between Oak Street and Pacific Avenue, where the west side of Bellflower Boulevard has time-unlimited parking, and a section between Flora Vista Street and Alondra Boulevard, where the east side of Bellflower Boulevard has time-unlimited parking. In the north, west of Bellflower Boulevard, the west side of Alondra Boulevard is also restricted to two-hour parking. The neighborhood to the southwest of Alondra Boulevard and Bellflower Boulevard (along Ryon Avenue, Orchard Avenue, and Harvard Street) has time-unlimited parking. Flora Vista Street has time-unlimited parking between Bellflower Boulevard and Eucalyptus Avenue, except for a portion on the south side of the street, which has no parking.

The first half-block west of Bellflower Boulevard (along Oak Street, Belmont Street, and Laurel Street) has time-limited parking. Belmont Street and Oak Street have similar restrictions on the first half block east of Bellflower Boulevard. The remainder of the parking in the neighborhood to the southwest of Bellflower Boulevard and Pacific Avenue is time-unlimited.

One public four-level parking structure is located at the northwest corner of Bellflower Boulevard and Mayne Street that provides free parking. Four public off-street parking lots are located just east and west of Bellflower Boulevard, off Mayne Street, Oak Street, Belmont Street, and Laurel Street, adjacent to Pirate Park. The lots provide free parking for between 2 and 72 hours. Two additional public off-street parking lots, with 2-hour parking limits, are located to the east of Bellflower Boulevard, along Oak Street and Belmont Street.

Table 4-49. On-Street Parking Supply and Utilization – Cities of Paramount and Bellflower

Roadway Direction	Jurisdiction	Location	From	To	Parking Type and Number of Existing Spaces					
					NB/WB			SB/EB		
					Parking Type	Total Spaces ^a	Occupied Spaces ^b	Parking Type	Total Spaces ^a	Occupied Spaces ^b
East/ West	Paramount	Howe St	Arthur Ave	McClure Ave	TU	12	8	TU	9	6
			McClure Ave	Paramount Blvd	TU	10	8	TU	10	6
		Mendy St	Garfield Ave	Façade Ave	TU	17	10	TU	29	12
		Happy St	Garfield Ave	Façade Ave	TU	30	15	TU	17	12
	Bellflower	Rose St	Arthur Ave	McClure Ave	TU	10	5	TU	13	8
			McClure Ave	Paramount Blvd	TU	13	8	TU, NP	8	8
			Paramount Blvd	Orizaba Ave	NP	0	0	TU	15	14
	Paramount, Bellflower	Rosecrans Ave	Railroad	Bianchi Way	TU	15	2	NP	0	0
			Bianchi Way	Paramount Blvd	TU	15	0	TU-NP3-6	6	0
			Paramount Blvd	Orizaba Ave	TU	8	8	TU	10	10
	Bellflower	Somerset Blvd ^c	Lakewood Ave	Cerritos Ave	NP	0	0	NP	0	0
			Cerritos Ave	Touchwood Ave	TU, TL20, NP	15	7	TU, NP	23	21
			Touchwood Ave	Clark Ave	TU, NP, TL20, P	30	18	TU, NP	34	31
		Alondra Blvd ^c	Clark Ave	Ryon Ave	TU, TL20	28	6	TU, NP	23	7
			Ryon Ave	Orchard Ave	TU	12	9	TL2H	8	3
			Orchard Ave	Bellflower Blvd	TL2H	21	5	TU	11	9
		Harvard St ^c	Santa Ana Ave	Clark Ave	TU	17	6	TU	19	6
			Clark Ave	Pacific Ave	TU	22	17	TU	34	24
			Ryon Ave	Orchard Ave	TU	12	9	TU	12	8
			Orchard Ave	Bellflower Blvd	TU	20	12	TU, NP	4	2

Roadway Direction	Jurisdiction	Location	From	To	Parking Type and Number of Existing Spaces					
					NB/WB			SB/EB		
					Parking Type	Total Spaces ^a	Occupied Spaces ^b	Parking Type	Total Spaces ^a	Occupied Spaces ^b
		Los Angeles St ^c	Santa Ana Ave	Clark Ave	TU	20	11	TU	19	9
			Clark Ave	Ardmore Ave (half block)	TU	32	25	TU	19	14
		Flora Vista St ^c	Bellflower Blvd	Eucalyptus Ave	TU	7	5	TU, NP	19	13
		Pacific Ave ^c	Ardmore Ave	Orchard Ave	TU	26	3	TU	12	4
			Orchard Ave	Olive St	TU	8	1	NP	0	0
			Olive St	Bellflower Blvd	TU	10	2	TU	3	1
		Olive St ^c	Santa Ana Ave	Clark Ave	TU	20	9	TU	21	10
			Clark Ave	Ardmore Ave (half block)	TU	19	7	TU, TL20	18	14
		Mayne St ^c	Orchard Ave	Bellflower Blvd	TU	9	2	TU	8	5
			Ardmore Ave	Orchard Ave	TU	12	7	TU	12	5
		Oak St ^c	Ardmore Ave	Orchard Ave	TU	16	7	TU	16	8
			Orchard Ave	Bellflower Blvd	TU, TL30	10	4	TU, TL2H	14	6
		Belmont St ^c	Ardmore Ave	Orchard Ave	TU	13	5	TU	9	6
			Orchard Ave	Bellflower Blvd	TU	13	5	TU	11	7
			Bellflower Blvd	Adenmoor Ave	TU	10	5	TU, TL2H	8	4
		Laurel St ^c	Orchard Ave	Bellflower Blvd	TU	12	7	TU, TL2H	12	8

Roadway Direction	Jurisdiction	Location	From	To	Parking Type and Number of Existing Spaces					
					NB/WB			SB/EB		
					Parking Type	Total Spaces ^a	Occupied Spaces ^b	Parking Type	Total Spaces ^a	Occupied Spaces ^b
North/South	Paramount	Façade Ave	Grove St	Mendy St	TU	12	6	TU	13	12
			Mendy St	Happy St	TU	5	4	TU	6	3
		Center St	Lincoln Ave	Florence Ave	TU	9	0	TU, NP8-5	4	4
			Florence Ave	Nevada Ave	TU	7	3	NP	0	0
			Nevada Ave	Century Blvd	TU	3	1	NP	0	0
		Orizaba Ave	Rose St	Rosecrans Ave	NP	0	0	TU	16	15
		Paramount Blvd	Howe St	Rose St	TU	14	14	TU	15	14
			Rose St	Rosecrans Ave	TU	14	12	TU	12	4
		Colorado Ave	Rose St	End	TU	10	4	TU	10	9
		McClure Ave	Howe St	Rose St	TU	15	8	TU	16	11
			Rose St	End	TU	6	4	TU	6	4
		Laredo Ave	Howe St	Rose St	TU	17	9	TU	15	9
		Arthur Ave	Howe St	Rose St	TU	16	15	TU	14	8
		Florine Ave	Century Blvd	Grove St	TU	22	9	TU	16	2
			Beginning	Mendy	TU	9	5	TU	10	3
		Racine Ave	Century Blvd	End	TU	25	10	TU	24	6
			Beginning	Mendy St	TU	7	7	TU	9	4
		Lakewood Blvd	Somerset Blvd	Paseo St	TU	13	3	TU	15	0
			Paseo St	Hegel St	TU	15	12	TU	16	8

Roadway Direction	Jurisdiction	Location	From	To	Parking Type and Number of Existing Spaces					
					NB/WB			SB/EB		
					Parking Type	Total Spaces ^a	Occupied Spaces ^b	Parking Type	Total Spaces ^a	Occupied Spaces ^b
	Bellflower	Cerritos Ave	Somerset Blvd	Faywood St	TU, P	25	8	TU	24	8
		Bayou Ave	Somerset Blvd	Faywood St	TU, P	17	4	TU	15	5
		Torchwood Ave	Somerset Blvd	Faywood St	TU, P	10	4	TU	15	5
		Clark Ave	Alondra	Harvard	TL2H	8	0	TL2H	8	0
			Harvard St	Los Angeles St	TL2H	10	8	TU, TL2H	8	3
			Los Angeles St	Mayne St	TU, TL20	17	7	TU, TL2H, TL20	10	7
		Pacific Ave	Alondra Blvd	Harvard St	TU	21	4	TU	17	1
		Bellflower Blvd	Alondra Blvd	Flora Vista St	TU	11	10	TU, TL20, NP	16	15
			Flora Vista St	Pacific Ave	NP	0	0	NP	0	0
			Mayne St	Oak St	TL2H	5	1	TU, NP	4	0
			Oak St	Belmont St	TL20, TL2H	7	0	TL10, TL2H	6	0
			Belmont St	Laurel St	TL2H	5	2	TL2H	6	2
		Orchard Ave	Alondra Blvd	Harvard	TU	8	6	TU	8	5
			Pacific Ave	Olive St	NP	0	0	TU	1	0
			Olive St	Mayne St	TU, NP	5	0	TU	8	3
			Mayne St	Oak St	TU	8	2	TU	9	2
			Oak St	Belmont St	TU	7	3	TU	7	3
			Belmont St	Laurel St	TU	10	5	TU	10	5
		Ryon Ave	Alondra Blvd	Harvard St	TU	2	2	TU	5	4

Roadway Direction	Jurisdiction	Location	From	To	Parking Type and Number of Existing Spaces					
					NB/WB			SB/EB		
					Parking Type	Total Spaces ^a	Occupied Spaces ^b	Parking Type	Total Spaces ^a	Occupied Spaces ^b
		Ardmore Ave	Pacific Ave	Los Angeles St	TU	4	2	TU	2	0
			Los Angeles St	Olive St	TU	7	3	TU	9	4
			Olive St	Mayne St	TU	7	4	TU	10	5
			Mayne St	Oak St	TU	8	3	TU	9	2
			Oak St	Belmont St	TU	9	4	TU	5	3

Source: Jacobs Field Observations 2017; WSP Field Observations 2023

Notes: ^a Where street parking was not striped, existing supply was determined using a measurement of 25 feet.

^b Observations made during peak parking periods based on land use.

^c Updated field observations made in 2023.

AM = morning; EB = eastbound; NB = northbound; NP = No Parking; NP8-5 = No Parking 8 AM to 5 PM; P = permit-only;

SB = southbound; TL20 = Time-Limited 20 Minutes; TL2H = Time-Limited, 2 hours; TU = Time-Unlimited; WB = westbound

4.5.1.5 Cities of Artesia and Cerritos

Table 4-50 summarizes the field review of on-street parking availability in the Cities of Artesia and Cerritos, including the areas in the vicinity of the Pioneer Station. The number and type of parking spaces in each block around the location, along with the utilization of these spaces (based on the field observation), are provided.

Street parking along Pioneer Boulevard between 185th Street and South Street is limited to two-hour metered parking. The first half block directly east and west of Pioneer Boulevard, along 186th Street and 187th Street, is also metered. Time-unlimited parking is available along 186th Street between Gridley Road and Jersey Avenue. Farther east, along 186th and 187th Streets, parking is permit-only between 8:00 AM and 8:00 PM. Arline Avenue has similar permit-only parking north and south of 187th Street. Clarkdale Avenue has permit-only parking north of 187th Street and has time-unlimited parking south of 187th Street. Adjacent to Clarkdale Avenue, there is permit-only parking along Park Avenue.

No parking is available along South Street to the west of Pioneer Boulevard. In addition, parking is unavailable along South Street east of Pioneer Boulevard, except for the north side of the street, between Arline Avenue and Clarkdale Avenue, which has time-unlimited parking. Additional time-unlimited parking is available north of South Street, along Arline Avenue.

One block north of the Pioneer Station, along 186th Street between Corby Avenue and Pioneer Boulevard, the City of Artesia operates a public parking lot with 80 paid parking spaces. Directly east of the proposed station, at the Little India Village Food Court, is a private parking lot with customer-only parking. While there is little on-street parking along South Street, there is private off-street parking along both sides of the street at various businesses and restaurants.

Table 4-50. On-Street Parking Supply and Utilization – Cities of Artesia and Cerritos

Roadway Direction	Jurisdiction	Location	From	To	Parking Type and Number of Existing Spaces					
					NB/WB			SB/EB		
					Parking Type	Total Spaces ^a	Occupied Spaces ^b	Parking Type	Total Spaces ^a	Occupied Spaces ^b
East/ West	Artesia	184th St	Alburtis St	Corby Ave	P	7	2	P	6	0
		186th St	Gridley Rd ^c	Jersey Ave	TU	52	27	TU	43	32
			Jersey Ave ^c	Corby Ave	P	27	9	P	27	7
			Corby Ave	Pioneer Blvd	M2H	7	1	M2H, P	6	0
			Pioneer Blvd	Arline Ave	M2H	9	0	M2H, P	17	1
			Arline Ave	Clarkdale Ave	P	8	0	P	9	0
		187th St	Wright Pl	Jersey Ave	P	8	0	P	7	0
			Jersey Ave ^c	Alburtis St	P	11	3	P	10	2
			Alburtis St ^c	Corby Ave	P	12	0	P	9	2
			Corby Ave ^c	Pioneer Blvd	M2H, P	8	4	M2H, TL30	12	0
			Pioneer Blvd ^c	Arline Ave	M2H, P	9	3	M2H, P	7	4
			Arline Ave ^c	Clarkdale Ave	P	10	4	P	10	5
		188th St	Jersey Ave	Alburtis St	TU	9	3	TU	9	0
			Alburtis St	Corby Ave	TU	8	0	TU	8	3
			Corby Ave	Pioneer Blvd	TU	7	0	TU	4	1
	Artesia, Cerritos	South St	Jersey Ave	Alburtis St	NP	0	0	NP	0	0
			Alburtis St	Corby Ave	NP	0	0	NP	0	0
			Corby Ave	Pioneer Blvd	NP	0	0	NP	0	0
			Pioneer Blvd	Arline Ave	NP	0	0	NP	0	0
			Arline Ave	Clarkdale Ave	TU	12	0	NP	0	0

Roadway Direction	Jurisdiction	Location	From	To	Parking Type and Number of Existing Spaces					
					NB/WB			SB/EB		
					Parking Type	Total Spaces ^a	Occupied Spaces ^b	Parking Type	Total Spaces ^a	Occupied Spaces ^b
North/ South	Artesia	Clarkdale Ave	186th St	187th St	P	15	4	P	15	0
			187th St	Park Ave	TU	16	0	TU	17	5
			Park Ave	South St	NP	0	0	TU	18	1
		Arline St	183rd St	186th St	P	15	6	P	17	6
			186th St	187th St	P	15	5	P	15	6
			187th St	End	P	7	0	P	7	0
	Artesia, Cerritos	Pioneer Blvd	185th St	186th St	M2H	6	0	M2H	8	0
			186th St ^c	187th St	M2H	13	10	M2H	20	5
			187th St ^c	South St	TU, M2H, NP	16	1	TU, M2H, NP	16	1
	Artesia	Corby Ave	184th St	186th St	P	17	5	MTU, P	18	13
			186th St ^c	187th St	P	18	12	P	17	5
			187th St ^c	188th St	P	11	3	P	8	5
			188th St	South St	TU	11	2	TU	11	5
		Alburtis St ^c	184th St	186th St	P	18	5	P	21	0
			186th St	187th St	P	8	3	P	6	1
			187th St	188th St	TU	15	5	TU	15	5
			188th St	South St	TU	10	7	TU	11	0
	Artesia	Jersey Ave	186th St ^c	187th St	TU	14	0	TU	20	2
			187th St	188th St	TU	13	4	TU	14	2
			188th St	South St	TU	10	10	TU	11	9

Source: Jacobs Field Observations 2017; WSP Field Observations 2023

Notes: ^a Where street parking was not striped, existing supply was determined using a measurement of 25 feet.

^b Observations made during peak parking periods based on land use.

^c Updated field observations made in 2023.

EB = eastbound; M2H = Metered 2 Hour; MTU = Metered Time-Unlimited; NB = northbound; NP = No Parking; P = Permit-only; SB = southbound; TL30 = Time-Limited 30 Minutes; TU = Time-Unlimited; WB = westbound

4.5.2 Parking Policies

The cities in the corridor have a wide range of parking strategies and policies that have been developed and implemented in consideration of the transportation systems and economies of the respective jurisdictions. Parking policies are developed at the city level but implemented locally. For example, several cities (e.g., Artesia, Bellflower, Downey, Paramount, South Gate, and Vernon) have defined permit programs. Also, some cities (e.g., Bell, Cerritos, Cudahy, Maywood, and South Gate) do not allow overnight parking without a temporary permit.

On-street parking restrictions are specific to individual streets. Most streets in commercial areas (and some residential areas) have defined parking time limits. These limits may be controlled with meters (for paid parking) or signage with enforcement. Changing the hours of parking limits generally increases turnover but can have secondary effects as longer-term parking moves to other nearby areas. Parking enforcement also affects utilization and availability, especially in areas with time limits, to ensure that parking is being used as intended.

The parking inventory utilization observations reported earlier in this section were based on the policies and procedures in place at the time of the observations. These policies are anticipated to evolve over time, as individual cities refine and enhance their programs. Also, the details of the parking management strategies at specific locations will evolve as land use, transportation, and demand change.

4.6 Freight

4.6.1 Vehicular Freight

The LPA alignment will cross major arterials and freeways that accommodate vehicular freight. Section 4.2.1 identifies many of these arterials and freeways that provide vehicular freight routes. Many of these roadways also provide access to the Ports of Long Beach and Los Angeles and to industrial areas.

The alignment between the Slauson/A Line Station and the I-105/C Line Station has a higher concentration of industrial land uses that experience higher vehicular freight activity compared to residential land uses. Some of the vehicular freight will use routes bisecting at-grade crossings to get to and from their destinations.

Along the alignment between the I-105/C Line Station and the Pioneer Station, land uses are mainly residential with relatively lower vehicular freight activity. Much of the vehicular freight activity in this area is primarily for commercial/retail corridors.

4.6.2 Rail Freight

As shown in Figure 2-2, the LPA will be located parallel to active freight track(s) in portions of the UPRR-owned Wilmington Branch ROW, UPRR-owned La Habra Branch ROW, Ports of Los Angeles and Long Beach-owned San Pedro Subdivision ROW, and the Metro-owned PEROW.

4.6.2.1 Union Pacific Railroad

The UPRR-owned Wilmington Branch ROW is located between Alameda Street in the north to SR-91 in the south. The LPA will be parallel to freight tracks along Long Beach Avenue between approximately 55th Street to Slauson Avenue. The La Habra Branch ROW is located between Slauson Avenue in the west and I-605 in the east. The LPA will be parallel to freight tracks along Randolph Street between Slauson Avenue and approximately Bissell Place.

Observations of freight train activity along the Wilmington Branch ROW and La Habra Branch ROW were collected for nine consecutive days during a 24-hour period via video cameras from September 19, 2019, through September 27, 2019. Table 4-51 summarizes the number of freight trains observed during that period.

Table 4-51. Union Pacific Railroad Freight Trains

Location	Number of Trains Observed								
	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7	Day 8	Day 9
Wilmington Branch and La Habra Branch									
Slauson Avenue and Randolph Street	2	5	3	3	5	5	5	5	5
Randolph Street South of 60th Street	2	5	3	2	5	5	5	5	4
La Habra Branch and San Pedro Subdivision¹									
Bissell Place and Randolph Street	0	0	0	0	1	0	0	0	0

Source: Wiltec field observations 2019

Notes: ¹ The San Pedro Subdivision ROW is owned by the Port of Los Angeles and Port of Long Beach, discussed in Section 4.6.2.2, but was also observed at this location.

4.6.2.2 Port of Los Angeles and Port of Long Beach

The Ports of Los Angeles and Long Beach-owned San Pedro Subdivision ROW is located between Washington Boulevard in the north and the Port of Los Angeles in the south. The LPA will be parallel to freight tracks between Randolph Street to approximately Paramount Boulevard.

Observations of freight train activity along the San Pedro Subdivision ROW were collected for nine consecutive days during a 24-hour period via video cameras from September 19, 2019, through September 27, 2019. Table 4-52 summarizes the number of freight trains observed.

Table 4-52. Port of Los Angeles and Port of Long Beach Freight Trains

Location	Number of Trains Observed								
	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7	Day 8	Day 9
San Pedro Subdivision									
Firestone Boulevard and Mason Street	4	2	0	0	2	1	2	2	4

Source: Wiltec field observations 2019

4.6.2.3 Metro

The Metro-owned PEROW is located between its intersection with the San Pedro Subdivision ROW from approximately Paramount Boulevard to Del Amo Boulevard. Freight activity occurs between Paramount Boulevard and just north of Somerset Boulevard.

Observations of freight train activity along the PEROW were collected at two locations, each for nine days during a 24-hour period via video cameras. Observations were collected from September 19, 2019 through September 27, 2019, from October 5, 2019 through October 11, 2019 and October 14, 2019 through October 15, 2019. Table 4-53 summarizes the number of freight trains observed.

Table 4-53. Metro Freight Trains

Location	Number of Trains Observed								
	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7	Day 8	Day 9
Pacific Electric Right-of-Way									
Paramount Boulevard and Rosecrans Avenue	0	0	2	2	2	0	2	2	2
West of Paramount Boulevard and Rosecrans Avenue	3	2	0	0	3	0	3	3	2

Source: Wiltec field observations 2019

5 ENVIRONMENTAL IMPACTS/ENVIRONMENTAL CONSEQUENCES

This section presents the environmental impacts and consequences of the LPA as it relates to traffic and transportation. The baseline for the No Build Alternative analysis is the existing conditions assessment described in Section 4. The analysis of the LPA, in turn, is based on the No Build Alternative assessment.

5.1 Traffic Operations

Traffic operations are evaluated to assess how vehicular circulation will be affected by the LPA. The assessment focuses on operations at the affected intersections due to at-grade crossings, increased vehicular demand at stations, and changes in the roadway network.

Analysis of the No Build Alternative is provided in Section 5.1.1, and analysis of the traffic operations impacts for the LPA is provided in Section 5.1.2. Appendix A – Attachment 4 contains detailed turning movement traffic volumes for the 2042 No Build AM and PM peak hours for each intersection. Similarly, Appendix A – Attachment 5 contains detailed turning movement traffic volumes for the 2042 LPA AM and PM peak hours for each intersection. The section also includes details of the traffic volume assignment process as traffic patterns change because of the LPA. Section 5.1.3 provides the traffic operations analysis of the LPA with the design option that will maintain the 187th Street at-grade crossing and close the 186th Street at-grade crossing. Section 5.1.4 discusses the traffic impacts of the MSF. Section 5.1.5 discusses the LPA traffic impacts on U.S. Army Corps of Engineers (USACE) facilities. Section 5.1.6 discusses LPA traffic impacts on Caltrans facilities.

5.1.1 No Build Alternative

The No Build Alternative includes the existing transportation network along with transportation improvements that have been committed and identified in constrained plans of the 2009 LRTP (Metro 2009) and the 2016 RTP/SCS (SCAG 2016). The service features include transit, freeway, and arterial operations within and around the Study Area. These projects are described in Section 2.1 (Table 2.1). Planned projects will be subject to separate environmental analysis to evaluate transportation impacts. Project Measures TR PM-1 through TR PM-11, described in Section 8.1.1, were considered not to be in place as these are implemented as part of the LPA.

Table 5-1 is a summary of the future (2042) No Build Alternative traffic operations in the Affected Area intersections. The LOS assessment is compared to existing conditions, as summarized in Section 4.2.2. In general, operations are projected to be worse in 2042, consistent with traffic growth in a congested corridor.

Table 5-1. Comparison of Existing (2017) and Future (2042) No Build Intersection Operations

Scenario	Intersections ¹	LOS C or Worse	LOS E or Worse
Existing (2017)	80	59%	16%
Future No Build (2042)		58%	23%

Source: Compiled by Jacobs in 2023

Note: LOS = level-of-service

¹ Intersection 110 (Parking Structure/Solana Pl/Pioneer Blvd) will be established as part of the LPA and therefore does not exist under the No Build Alternative.

Table 5-2 provides more detailed information on the level-of-service and delay at the intersections, including jurisdiction, control type, and intersection delay/LOS for the No Build Alternative in 2042. Intersection 110 (Parking Structure/Solana Pl/Pioneer Blvd) will be established as part of the LPA and therefore does not exist under Existing Conditions. Appendix A – Attachment 4 contains detailed turning movement traffic volumes for the 2042 No Build Alternative AM and PM peak hours for each intersection. LOS is based on operation of the overall intersection, which considers delay for all movements at that intersection.

Table 5-2. Existing Conditions (2017) and No Build (2042) Traffic Operations

No	Intersection Name	Jurisdiction	Control Type	Existing (2017) Delay/LOS/Period*	No Build (2042) Delay/LOS/Period*
30	Randolph St/Wilmington Ave	Huntington Park	All-Way Stop	20.5/C-AM 11.5/B-PM	32.5/D-AM 12.1/B-PM
31	Randolph St/Alameda St (West)	Huntington Park	Traffic Signal	48.3/D-AM 24.2/C-PM	49.9/D-AM 60.8/E-PM
32	Randolph St/Alameda St (East)	Huntington Park	Two-Way Stop	8.8/A-AM 9.6/A-PM	13.0/B-AM 14.2/B-PM
33	Randolph St/Regent St	Huntington Park	Two-Way Stop	15.0/C-AM 12.7/B-PM	10.3/B-AM 11.5/B-PM
34	Randolph St/Albany St	Huntington Park	Two-Way Stop	29.1/D-AM 23.7/C-PM	18.2/C-AM 17.0/C-PM
35	Randolph St/Santa Fe Ave	Huntington Park	Traffic Signal	22.5/C-AM 19.1/B-PM	30.3/C-AM 30.1/C-PM
36	Randolph St/Malabar St	Huntington Park	Traffic Signal	21.4/C-AM 20.0/C-PM	22.5/C-AM 22.1/C-PM
37	Randolph St/Rugby Ave	Huntington Park	Two-Way Stop	62.0/F-AM 14.2/B-PM	6.7/A-AM 3.9/A-PM
38	Pacific Blvd/Belgrave Ave	Huntington Park	Traffic Signal	6.6/A-AM 8.2/A-PM	13.4/B-AM 12.0/B-PM
39	Pacific Blvd/Clarendon Ave	Huntington Park	Traffic Signal	9.1/A-AM 7.4/A-PM	10.8/B-AM 9.1/A-PM
40	Pacific Blvd/Randolph St	Huntington Park	Traffic Signal	29.8/C-AM 37.1/D-PM	26.0/C-AM 32.5/C-PM
41	Randolph St/Rita Ave	Huntington Park	Two-Way Stop	24.9/C-AM 47.7/E-PM	19.5/C-AM 48.4/E-PM
42	Randolph St/Seville Ave	Huntington Park	Traffic Signal	34.7/C-AM 29.7/C-PM	37.5/D-AM 34.9/C-PM
43	Randolph St/Miles Ave	Huntington Park	Traffic Signal	34.0/C-AM 28.1/C-PM	36.7/D-AM 36.2/D-PM
44	Randolph St/Arbutus Ave	Huntington Park	All-Way Stop	17.6/C-AM 10.3/B-PM	32.7/D-AM 6.4/A-PM

No	Intersection Name	Jurisdiction	Control Type	Existing (2017) Delay/LOS/Period*	No Build (2042) Delay/LOS/Period*
45	Randolph St/State St	Huntington Park	Traffic Signal	21.0/C-AM 13.1/B-PM	43.6/D-AM 19.4/B-PM
46	Randolph St/Bissell Pl	Huntington Park	Two-Way Stop	13.5/B-AM 13.0/B-PM	6.7/A-AM 5.1/A-PM
47	Randolph St/ Maywood Ave	Huntington Park	Traffic Signal	13.0/B-AM 13.1/B-PM	14.0/B-AM 12.7/B-PM
48	Gage Ave/California Ave	Bell	Traffic Signal	15.6/B-AM 18.9/B-PM	19.6/B-AM 97.5/F-PM
49	Gage Ave/Salt Lake Ave (West)	Bell	Traffic Signal	16.2/B-AM 27.5/C-PM	16.3/B-AM 34.2/C-PM
50	Bell Ave/California Ave	Bell	All-Way Stop	18.1/C-AM 14.2/B-PM	12.3/B-AM 9.3/A-PM
51	Bell Ave/Bissell St	Bell	Traffic Signal	8.7/A-AM 9.0/A-PM	5.3/A-AM 5.7/A-PM
52	Bell Ave/Salt Lake Ave	Bell	All-Way Stop	62.5/F-AM 47.4/E-PM	89.4/F-AM 88.0/F-PM
53	Florence Ave/California Ave (West)	Huntington Park	Traffic Signal	33.9/C-AM 38.0/D-PM	37.1/D-AM 42.3/D-PM
54	Florence Ave/California Ave (East)	Huntington Park	Traffic Signal	52.9/D-AM 28.9/C-PM	65.2/E-AM 44.3/D-PM
55	Otis Ave/Salt Lake Ave (West)	Huntington Park	All-Way Stop	36.9/E-AM 44.7/E-PM	188.8/F-AM 164.6/F-PM
56	Otis Ave/Salt Lake Ave (East)	Cudahy	All-Way Stop	74.5/E-AM 63.7/F-PM	83.4/F-AM 104.2/F-PM
57	Otis Ave/Elizabeth St	Cudahy	Two-Way Stop	34.9/D-AM 46.5/E-PM	1452.0/F-AM 1473.1/F-PM
58	Santa Ana St/Salt Lake Ave (West)	Huntington Park	Two-Way Stop	41.4/E-AM 35.9/E-PM	1478.0/F-AM 1574.1/F-PM
59	Santa Ana St/Salt Lake Ave (East)	Cudahy	All-Way Stop	43.2/E-AM 48.2/E-PM	218.6/F-AM 264.9/F-PM
60	Ardine St/Salt Lake Ave	Cudahy	All-Way Stop	29.5/D-AM 23.7/C-PM	24.2/C-AM 19.6/C-PM
61	Atlantic Ave/Salt Lake Ave	Cudahy	Traffic Signal	52.7/D-AM 65.0/E-PM	51.4/D-AM 81.2/F-PM
62	Atlantic Ave/Azalea West	South Gate	Traffic Signal	3.7/A-AM 8.3/A-PM	4.8/A-AM 9.4/A-PM
63	Firestone Blvd/Atlantic Ave	South Gate	Traffic Signal	53.0/D-AM 45.9/D-PM	139.0/F-AM 89.6/F-PM
64	Firestone Blvd/Mason St	South Gate	Traffic Signal	7.3/A-AM 7.5/A-PM	19.4/B-AM 12.4/B-PM

No	Intersection Name	Jurisdiction	Control Type	Existing (2017) Delay/LOS/Period*	No Build (2042) Delay/LOS/Period*
65	Firestone Blvd/Firestone Pl	South Gate	Traffic Signal	7.5/A-AM 7.6/A-PM	58.9/E-AM 24.1/C-PM
66	Firestone Blvd/Rayo Ave	South Gate	Traffic Signal	116.1/F-AM 95.2/F-PM	49.0/D-AM 40.2/D-PM
67	Southern Ave/Salt Lake Ave	South Gate	Two-Way Stop	8.9/A-AM 8.8/A-PM	4.2/A-AM 4.0/A-PM
68	Gardendale St/Center St	South Gate	Two-Way Stop	18.5/C-AM 17.2/C-PM	23.5/C-AM 17.2/C-PM
69	Gardendale St/Dakota Ave	South Gate	All-Way Stop	28.4/D-AM 12.8/B-PM	28.7/D-AM 11.1/B-PM
70	Gardendale St/Industrial Ave	South Gate	Two-Way Stop	34.8/D-AM 21.5/C-PM	75.5/F-AM 28.9/D-PM
71	Main St/Center St	South Gate	Two-Way Stop	14.6/B-AM 12.7/B-PM	7.6/A-AM 6.5/A-PM
72	Main St/Dakota Ave	South Gate	Two-Way Stop	10.2/B-AM 10.2/B-PM	2.7/A-AM 5.4/A-PM
73	Main St/Arizona Ave/ Industrial Ave	South Gate	Two-Way Stop	17.5/C-AM 19.4/C-PM	12.0/B-AM 7.8/A-PM
74	Century Blvd/Center St	South Gate	Two-Way Stop	9.8/A-AM 9.4/A-PM	2.1/A-AM 1.2/A-PM
75	Century Blvd/Florence Ave	South Gate	Two-Way Stop	9.0/A-AM 8.6/A-PM	2.4/A-AM 1.6/A-PM
76	Rosecrans Ave/Paramount Blvd	Paramount	Traffic Signal	54.6/D-AM 47.7/D-PM	67.5/E-AM 22.7/C-PM
77	Rosecrans Ave/Bianchi Way	Paramount	Traffic Signal	2.4/A-AM 12.9/B-PM	5.8/A-AM 22.7/C-PM
78	Somerset Blvd/Hayter Ave	Paramount	Two-Way Stop	29.0/D-AM 32.2/D-PM	15.7/C-AM 18.1/C-PM
79	Somerset Blvd/Lakewood Blvd	Bellflower	Traffic Signal	32.4/C-AM 30.1/C-PM	43.1/D-AM 46.5/D-PM
80	Paseo St/Lakewood Blvd	Bellflower	Traffic Signal	4.0/A-AM 2.6/A-PM	4.9/A-AM 4.5/A-PM
81	Flora Vista St/Clark Ave	Bellflower	Two-Way Stop	14.1/B-AM 18.0/C-PM	7.6/A-AM 22.4/C-PM
82	Alondra Blvd/Clark Ave	Bellflower	Traffic Signal	47.1/D-AM 48.2/D-PM	46.2/D-AM 69.3/E-PM
83	Alondra Blvd/Pacific Ave	Bellflower	Traffic Signal	4.5/A-AM 12.1/B-PM	6.1/A-AM 13.3/B-PM
84	Alondra Blvd/Flora Vista St	Bellflower	Two-Way Stop	37.2/E-AM 32.1/D-PM	52.6/F-AM 41.4/E-PM

No	Intersection Name	Jurisdiction	Control Type	Existing (2017) Delay/LOS/Period*	No Build (2042) Delay/LOS/Period*
85	Alondra Blvd/Stevens Ave	Bellflower	Two-Way Stop	50.9/F-AM 30.3/D-PM	34.5/D-AM 17.5/C-PM
86	Bellflower Blvd/Flora Vista St	Bellflower	Traffic Signal	7.1/A-AM 14.2/B-PM	6.9/A-AM 25.5/C-PM
87	Bellflower Blvd/Mayne St	Bellflower	Traffic Signal	11.0/B-AM 10.1/B-PM	6.2/A-AM 19.4/B-PM
88	Bellflower Blvd/Oak St	Bellflower	Traffic Signal	21.7/C-AM 25.0/C-PM	17.5/B-AM 28.3/C-PM
89	Artesia Blvd/Dumont Ave	Cerritos	Traffic Signal	17.7/B-AM 9.4/A-PM	14.7/B-AM 21.6/C-PM
90	Artesia Blvd/Studebaker Rd	Cerritos	Traffic Signal	85.3/F-AM 60.8/E-PM	48.1/D-AM 99.8/F-PM
91	Business Cir/Studebaker Rd	Cerritos	Two-Way Stop	14.6/B-AM 16.2/C-PM	8.4/A-AM 8.0/A-PM
92	186th St/Jersey Ave	Artesia	All-Way Stop	9.1/A-AM 9.2/A-PM	3.3/A-AM 2.4/A-PM
93	187th St/Alburtis Ave	Artesia	Two-Way Stop	9.7/A-AM 8.6/A-PM	4.1/A-AM 1.6/A-PM
94	187th St/Corby Ave (West)	Artesia	Two-Way Stop	9.4/A-AM 9.5/A-PM	4.2/A-AM 3.9/A-PM
95	187th St/Corby Ave (East)	Artesia	Two-Way Stop	9.3/A-AM 9.4/A-PM	4.1/A-AM 3.8/A-PM
96	186th St/Pioneer Blvd	Artesia	Traffic Signal	7.1/A-AM 4.5/A-PM	6.6/A-AM 6.1/A-PM
97	187th St/Pioneer Blvd	Artesia	Traffic Signal	6.8/A-AM 5.1/A-PM	6.7/A-AM 8.1/A-PM
98	188th St/Pioneer Blvd	Artesia	Two-Way Stop	10.5/B-AM 12.6/B-PM	4.6/A-AM 6.4/A-PM
99	South St/Pioneer Blvd	Cerritos	Traffic Signal	33.7/C-AM 40.7/D-PM	24.9/C-AM 38.4/D-PM
100	South St/Clarkdale Ave	Artesia	Traffic Signal	18.1/B-AM 11.5/B-PM	15.8/B-AM 18.2/B-PM
101	South St/Elaine Ave	Artesia	Traffic Signal	11.3/B-AM 11.5/B-PM	15.8/B-AM 8.9/A-PM
102	South St/Norwalk Blvd	Artesia	Traffic Signal	24.3/C-AM 30.8/C-PM	26.3/C-AM 25.3/C-PM
103	South St/Bloomfield Ave	Cerritos	Traffic Signal	27.6/C-AM 27.0/C-PM	30.4/C-AM 29.7/C-PM
104	South St/Alburtis Ave	Artesia	Traffic Signal	12.0/B-AM 10.7/B-PM	13.7/B-AM 11.7/B-PM

No	Intersection Name	Jurisdiction	Control Type	Existing (2017) Delay/LOS/Period*	No Build (2042) Delay/LOS/Period*
105	195 th St/Pioneer Blvd	Cerritos	Traffic Signal	15.4/B-AM 15.7/B-PM	16.2/B-AM 16.8/B-PM
106	Los Coyotes Blvd/Pioneer Blvd	Cerritos	Traffic Signal	8.8/A-AM 8.9/A-PM	8.8/A-AM 9.3/A-PM
107	Del Amo Blvd/Pioneer Blvd	Cerritos	Traffic Signal	35.2/D-AM 31.8/C-PM	41.2/D-AM 31.1/C-PM
108	183 rd St/Pioneer Blvd	Artesia	Traffic Signal	17.6/B-AM 45.4/D-PM	17.2/B-AM 24.6/C-PM
109	Industrial Ave/Lincoln Ave	South Gate	Two-Way Stop	3.1/A-AM 2.2/A-PM	3.4/A-AM 2.4/A-PM

Source: Compiled by Jacobs in 2020 and updated in 2023

Notes:

Intersections 1 through 29 are along Alternatives 1 and 2, which are not evaluated in this report. Intersection numbers 102 through 109 were not analyzed as part of the Draft EIS/EIR. These intersections were added in response to comments received during the Draft EIS/EIR comment period or due to refinements to the LPA. Intersection 110 (Parking Structure/Solana Pl/Pioneer Blvd) will be established as part of the LPA and therefore does not exist under Existing Conditions or the No Build Alternative.

* This column shows the peak hour delay in seconds per vehicle, followed by the LOS for the AM peak hour, and then for the PM peak hour. For example, "21/C-AM 13/B-PM" means a 21-second/vehicle delay, which is LOS C in the AM peak hour, and a 13-second/vehicle delay, which is LOS B in the PM peak hour under the No Build condition.

AM = morning; LOS = level-of-service; PM = afternoon

As shown in Table 5-1, under the No Build Alternative (2042):

- 58 percent of the intersections (46 intersections) are forecasted to operate at LOS C or worse, and 23 percent (18 intersections) are LOS E or worse.
- Operations are similar in the AM and PM peak periods.
- Four intersections that operated at LOS A or B under existing (2017) conditions are projected to deteriorate to LOS C or worse.
- Seven intersections that operated at LOS C or D under existing (2017) conditions are projected to operate at LOS E or worse.

Some intersections are projected to experience improvements in overall intersection delay under the No Build Alternative (2042) compared to existing (2017) conditions, even though traffic volumes are forecasted to increase. It is assumed that traffic signal timing at signalized intersections will be optimized between 2017 and 2042, which could result in changes to traffic flow and overall improvements in delay to the intersection where the signal is optimized as well as to adjacent intersections. Based on this assumption, five intersections that operate at LOS C or worse under existing (2017) conditions are projected to operate at LOS A or B under the No Build Alternative (2042), and two intersections that operate at LOS E or worse under existing (2017) conditions are projected to operate at LOS C or D under the No Build Alternative (2042).

5.1.2 Locally Preferred Alternative

Implementation of the LPA will require modifications to the roadway network, including reducing travel lanes, restricting turns, and/or closing at-grade crossings. The roadway modifications are described in Section 8.1.1. Table 5.3 identifies the locations of permanent closures and turning restrictions, and notes those locations that have changed since circulation of the Draft EIS/EIR as a result of refinements to the LPA.

Table 5-4 presents the projected 2042 operations for the LPA. Delay and LOS under the LPA were compared to the No Build Alternative, and impacts were assessed using the methodology described in Section 1.6.

The yellow-highlighted cells in Table 5-4 indicate the intersections where adverse effects were identified. These adverse effects may occur in either the AM peak period, the PM peak period, or during both peak periods. Mitigation measures described in Section 8.2.1.1 are proposed to address these impacts; however, the mitigation measures may not fully mitigate impacts at all intersections. Section 8.2.1.1 indicates where adverse impacts will remain after mitigation.

Compared to the No Build Alternative, intersection delay is reduced at some of the intersections under the LPA because of multiple factors, including optimized signal timing, reconfiguration of lanes, and/or reconfiguration of at-grade crossings that change traffic flow patterns.

Adverse traffic impacts are identified at 19 intersections as a result of the LPA prior to mitigation. Of the 19 intersections, 3 intersections will experience adverse traffic impacts during 1 peak period, while the other 16 intersections will experience adverse traffic impacts during both peak periods. Similar to the analysis for the Draft EIS/EIR, impacts are generally due to lane reductions along Randolph Street, the addition of at-grade crossings and associated gate down time, and additional traffic generated by the LPA. Consistent with the analysis results in the Draft EIS/EIR, adverse impacts will occur in the Cities of Huntington Park, Bell, South Gate, Bellflower, and Cerritos. However, compared to the results in the Draft EIS/EIR, the number of intersections with impacts decreased from 20 to 19, and the locations of the impacts differ. Some intersections previously shown with adverse traffic impacts in the Draft EIS/EIR will not experience an adverse impact, and conversely, some intersections previously shown without an adverse traffic impact in the Draft EIS/EIR will experience adverse impact. This is because of the design refinements to the LPA in response to comments received from the Draft EIS/EIR and coordination with the applicable jurisdiction where the intersection is located, specifically in regard to grade crossing closures and openings, as well as turn restrictions at certain intersections. Table 5-4 summarizes the results of the analysis.

Table 5.3 Permanent Closures/Restrictions by Jurisdiction

No.	Closure Element	LPA Element/Area	Closure Type	Street	Cross Street	Closure Details
1	Road	Grade Crossing	Permanent	Randolph St	Wilmington Ave, Regent St, Malabar St*, Rita Ave, Arbutus Ave*	Grade crossing will be permanently closed. Intersections will be modified to a right-in-right-out configuration.
2	Sidewalk	Grade Crossing	Permanent	Randolph St	Wilmington Ave, Regent St, Malabar St*, Rita Ave, Arbutus Ave*	Grade crossing will be permanently closed. Sidewalks through grade crossing will be removed.
3	Turning Lane	Grade Crossing	Permanent	Randolph St	Santa Fe Ave*	Southbound left-turn lane will be removed as a result of the Project.
4	Turning Lane	Grade Crossing	Permanent	Randolph St	Pacific Blvd*	Northbound left-turn lane will be removed as a result of the Project.
5	Turning Lane	Grade Crossing	Permanent	Randolph St	Miles Ave*	Southbound left-turn lane will be removed as a result of the Project.
6	Turning Lane	Grade Crossing	Permanent	Randolph St	State St*	Northbound left-turn lane will be removed as a result of the Project.
7	Road	Grade Crossing	Permanent	Miller Way*, Frontage Rd	-	Grade crossing will be permanently closed.
8	Turning Lane	Grade Crossing	Permanent	Gardendale St	Dakota Ave	Westbound left-turn lane will be removed as a result of the Project.
9	Road	Grade Crossing	Permanent	Dakota Ave	Gardendale St, Main St	Dakota Ave will be modified to a one-way southbound street as a result of grade crossing recommendations at Gardendale Ave and Main St.
10	Road	Grade Crossing	Permanent	Flora Vista St/Rendalia St	Clark Ave	Through and left movements will be permanently closed. Intersection will be modified to a right-in-right-out configuration.
11	Road	Grade Crossing	Permanent	Flora Vista St	Alondra Blvd	Intersection will be modified to a northbound only as a result of grade crossing improvements at Alondra Blvd.

No.	Closure Element	LPA Element/Area	Closure Type	Street	Cross Street	Closure Details
12	Turning Lane	Grade Crossing	Permanent	Alondra Blvd	Pacific Ave	Westbound and northbound left-turn lanes will be removed as a result of the Project. Intersection will be modified to a right-in-right-out configuration.
13	Road	Grade Crossing	Permanent	187th St	Corby Ave	Grade crossing will be permanently closed. Intersections will be modified to a right-in-right-out configuration.
14	Road	Parking Structure	Permanent	188th St	Corby Ave/Pioneer Blvd	Street will be permanently closed to allow for permanent parking structure.
15	Sidewalk	Parking Structure	Permanent	188th St	Corby Ave/Pioneer Blvd	Sidewalk will be permanently closed to allow for permanent parking structure.

Source: WSP 2023

Note: See Section 8.1.1 for additional details regarding closures along the alignment

* Permanent closure/restriction was identified after circulation of the Draft EIS/EIR. These closures/restrictions were the result of comments and coordination with local jurisdictions, inclusive of refinements to the LPA.

Table 5-4. 2042 No Build Alternative and LPA Traffic Operations

No	Intersection Name	Jurisdiction	No Build Peak Hour Delay/LOS ^a	LPA Peak Hour Delay/LOS ^b
30	Randolph St/Wilmington Ave	Huntington Park	32.5/D-AM 12.1/B-PM	34.0/D-AM 12.9/B-PM
31	Randolph St/Alameda St (West)	Huntington Park	49.9/D-AM 60.8/E-PM	129.1/F-AM ^c 192.2/F-PM ^c
32	Randolph St/Alameda St (East)	Huntington Park	13.0/B-AM 14.2/B-PM	
33	Randolph St/Regent St	Huntington Park	10.3/B-AM 11.5/B-PM	7.1/A-AM 7.3/A-PM
34	Randolph St/Albany St	Huntington Park	18.2/C-AM 17.0/C-PM	99.8/F-AM 68.7/E-PM
35	Randolph St/Santa Fe Ave	Huntington Park	30.3/C-AM 30.1/C-PM	71.6/E-A7M 89.8/F-PM
36	Randolph St/Malabar St	Huntington Park	22.5/C-AM 22.1/C-PM	7.4/A-AM 8.3/A-PM
37	Randolph St/Rugby Ave	Huntington Park	6.7/A-AM 3.9/A-PM	59.7/E-AM 112.1/F-PM
38	Pacific Blvd/Belgrave Ave	Huntington Park	13.4/B-AM 12.0/B-PM	19.2/B-AM 15.4/B-PM
39	Pacific Blvd/Clarendon Ave	Huntington Park	10.8/B-AM 9.1/A-PM	18.5/B-AM 12.0/B-PM
40	Pacific Blvd/Randolph St	Huntington Park	26.0/C-AM 32.5/C-PM	67.3/E-AM 57.6/E-PM
41	Randolph St/Rita Ave	Huntington Park	19.5/C-AM 48.4/E-PM	5.9/A-AM 4.5/A-PM
42	Randolph St/Seville Ave	Huntington Park	37.5/D-AM 34.9/C-PM	135.8/F-AM 108.8/F-PM
43	Randolph St/Miles Ave	Huntington Park	36.7/D-AM 36.2/D-PM	107.8/F-AM 119.8/F-PM
44	Randolph St/Arbutus Ave	Huntington Park	32.7/D-AM 6.4/A-PM	4.8/A-AM 4.5/A-PM
45	Randolph St/State St	Huntington Park	43.6/D-AM 19.4/B-PM	212.2/F-AM 130.9/F-PM
46	Randolph St/Bissell Pl	Huntington Park	6.7/A-AM 5.1/A-PM	6.9/A-AM 5.5/A-PM
47	Randolph St/Maywood Ave	Huntington Park	14.0/B-AM 12.7/B-PM	17.0/B-AM 11.8/B-PM
48	Gage Ave/California Ave	Bell	19.6/B-AM 97.5/F-PM	69.4/E-AM 120.3/F-PM

No	Intersection Name	Jurisdiction	No Build Peak Hour Delay/LOS ^a	LPA Peak Hour Delay/LOS ^b
49	Gage Ave/Salt Lake Ave (West)	Bell	16.3/B-AM 34.2/C-PM	64.9/E-AM 114.4/F-PM
50	Bell Ave/California Ave	Bell	12.3/B-AM 9.3/A-PM	13.7/B-AM 8.2/A-PM
51	Bell Ave/Bissell St	Bell	5.3/A-AM 5.7/A-PM	13.9/B-AM 22.5/C-PM
52	Bell Ave/Salt Lake Ave	Bell	89.4/F-AM 88.0/F-PM	52.7/D-AM 19.3/B-PM
53	Florence Ave/California Ave (West)	Huntington Park	37.1/D-AM 42.3/D-PM	103.2/F-AM 80.8/F-PM
54	Florence Ave/California Ave (East)	Huntington Park	65.2/E-AM 44.3/D-PM	143.2/F-AM 31.4/C-PM
55	Otis Ave/Salt Lake Ave (West)	Huntington Park	188.8/F-AM 164.6/F-PM	122.8/F-AM 135.2/F-PM
56	Otis Ave/Salt Lake Ave (East)	Cudahy	83.4/F-AM 104.2/F-PM	36.4/E-AM 93.7/F-PM
57	Otis Ave/Elizabeth St	Cudahy	1452.0/F-AM 1473.1/F-PM	342.3/F-AM 366.5/F-PM
58	Santa Ana St/Salt Lake Ave (West)	Huntington Park	1478.0/F-AM 1574.1/F-PM	823.4/F-AM 747.1/F-PM
59	Santa Ana St/Salt Lake Ave (East)	Cudahy	218.6/F-AM 264.9/F-PM	146.8/F-AM 100.9/F-PM
60	Ardine St/Salt Lake Ave	Cudahy	24.2/C-AM 19.6/C-PM	25.2/D-AM 16.3/C-PM
61	Atlantic Ave/Salt Lake Ave	Cudahy	51.4/D-AM 81.2/F-PM	53.2/D-AM 81.7/F-PM
62	Atlantic Ave/Azalea West	South Gate	4.8/A-AM 9.4/A-PM	10.6/B-AM 18.5/B-PM
63	Firestone Blvd/Atlantic Ave	South Gate	139.0/F-AM 89.6/F-PM	140.2/F-AM 91.2/F-PM
64	Firestone Blvd/Mason St	South Gate	19.4/B-AM 12.4/B-PM	10.9/B-AM 14.8/B-PM
65	Firestone Blvd/Firestone Pl	South Gate	58.9/E-AM 24.1/C-PM	44.5/D-AM 27.5/C-PM
66	Firestone Blvd/Rayo Ave	South Gate	49.0/D-AM 40.2/D-PM	42.3/D-AM 43.4/D-PM
67	Southern Ave/Salt Lake Ave	South Gate	4.2/A-AM 4.0/A-PM	6.4/A-AM 4.5/A-PM

No	Intersection Name	Jurisdiction	No Build Peak Hour Delay/LOS ^a	LPA Peak Hour Delay/LOS ^b
68	Gardendale St/Center St	South Gate	23.5/C-AM 17.2/C-PM	48.8/E-AM 41.0/E-PM
69	Gardendale St/Dakota Ave	South Gate	28.7/D-AM 11.1/B-PM	8.2/A-AM 9.2/A-PM
70	Gardendale St/Industrial Ave	South Gate	75.5/F-AM 28.9/D-PM	594.2/F-AM 50.9/F-PM
71	Main St/Center St	South Gate	7.6/A-AM 6.5/A-PM	10.0/A-AM 7.7/A-PM
72	Main St/Dakota Ave	South Gate	2.7/A-AM 5.4/A-PM	4.1/A-AM 7.5/A-PM
73	Main St/Arizona Ave/Industrial Ave	South Gate	12.0/B-AM 7.8/A-PM	17.3/C-AM 11.6/B-PM
74	Century Blvd/Center St	South Gate	2.1/A-AM 1.2/A-PM	2.4/A-AM 1.6/A-PM
75	Century Blvd/Florence Ave	South Gate	2.4/A-AM 1.6/A-PM	2.5/A-AM 2.2/A-PM
76	Paramount Blvd/Rosecrans Ave	Paramount	67.5/E-AM 22.7/C-PM	69.7/E-AM 26.5/C-PM
77	Rosecrans Ave/Bianchi Way	Paramount	5.8/A-AM 22.7/C-PM	9.3/A-AM 8.6/A-PM
78	Somerset Blvd/Hayter Ave	Paramount	15.7/C-AM 18.1/C-PM	13.4/B-AM 17.0/C-PM
79	Somerset Blvd/Lakewood Blvd	Bellflower	43.1/D-AM 46.5/D-PM	44.8/D-AM 38.9/D-PM
80	Paseo St/Lakewood Blvd	Bellflower	4.9/A-AM 4.5/A-PM	12.8/B-AM 7.9/A-PM
81	Flora Vista St/Clark Ave	Bellflower	7.6/A-AM 22.4/C-PM	172.1/F-AM 389.0/F-PM
82	Alondra Blvd/Clark Ave	Bellflower	46.2/D-AM 69.3/E-PM	61.1/E-AM 83.3/F-PM
83	Alondra Blvd/Pacific Ave	Bellflower	6.1/A-AM 13.3/B-PM	9.2/A-AM 6.2/A-PM
84	Alondra Blvd/Flora Vista St	Bellflower	52.6/F-AM 41.4/E-PM	34.5/C-AM 3.7/A-PM
85	Alondra Blvd/Stevens Ave	Bellflower	34.5/D-AM 17.5/C-PM	36.2/E-AM 20.4/C-PM
86	Bellflower Blvd/Flora Vista St	Bellflower	6.9/A-AM 25.5/C-PM	18.1/B-AM 25.9/C-PM

No	Intersection Name	Jurisdiction	No Build Peak Hour Delay/LOS ^a	LPA Peak Hour Delay/LOS ^b
87	Bellflower Blvd/Mayne St	Bellflower	6.2/A-AM 19.4/B-PM	18.2/B-AM 24.8/C-PM
88	Bellflower Blvd/Oak St	Bellflower	17.5/B-AM 28.3/C-PM	22.1/C-AM 32.2/C-PM
89	Artesia Blvd/Dumont Ave	Cerritos	14.7/B-AM 21.6/C-PM	24.2/C-AM 58.2/E-PM
90	Artesia Blvd/Studebaker Rd	Cerritos	48.1/D-AM 99.8/F-PM	49.4/D-AM 82.9/F-PM
91	Business Cir/Studebaker Rd	Cerritos	8.4/A-AM 8.0/A-PM	3.3/A-AM 15.3/C-PM
92	186th St/Jersey Ave	Artesia	3.3/A-AM 2.4/A-PM	5.5/A-AM 8.1/A-PM
93	187th St/Alburtis Ave	Artesia	4.1/A-AM 1.6/A-PM	2.9/A-AM 4.4/A-PM
94	187th St/Corby Ave (West)	Artesia	4.2/A-AM 3.9/A-PM	1.5/A-AM 3.0/A-PM
95	187th St/Corby Ave (East)	Artesia	4.1/A-AM 3.8/A-PM	1.5/A-AM 1.1/A-PM
96	186th St/Pioneer Blvd	Artesia	6.6/A-AM 6.1/A-PM	11.0/B-AM 8.1/A-PM
97	187th St/Pioneer Blvd	Artesia	6.7/A-AM 8.1/A-PM	5.2/A-AM 4.1/A-PM
98	188th St/Pioneer Blvd	Artesia	4.6/A-AM 6.4/A-PM	- ^d -AM - ^d -PM
99	South St/Pioneer Blvd	Cerritos	24.9/C-AM 38.4/D-PM	27.6/C-AM 40.5/D-PM
100	South St/Clarkdale Ave	Artesia	15.8/B-AM 18.2/B-PM	9.9/A-AM 18.7/B-PM
101	South St/Elaine Ave	Artesia	15.8/B-AM 8.9/A-PM	11.2/B-AM 9.2/A-PM
102	South St/Norwalk Blvd	Artesia	26.3/C-AM 25.3/C-PM	30.8/C-AM 28.1/C-PM
103	South St/Bloomfield Ave	Cerritos	30.4/C-AM 29.7/C-PM	33.3/C-AM 33.3/C-PM
104	South St/Alburtis Ave	Artesia	13.7/B-AM 11.7/B-PM	15.7/B-AM 12.1/B-PM
105	195th St/Pioneer Blvd	Cerritos	16.2/B-AM 16.8/B-PM	18.7/B-AM 18.9/B-PM

No	Intersection Name	Jurisdiction	No Build Peak Hour Delay/LOS ^a	LPA Peak Hour Delay/LOS ^b
106	Los Coyotes Blvd/Pioneer Blvd	Cerritos	8.8/A-AM 9.3/A-PM	15.3/B-AM 9.4/B-PM
107	Del Amo Blvd/Pioneer Blvd	Cerritos	41.2/D-AM 31.1/C-PM	44.1/D-AM 33.1/C-PM
108	183rd St/Pioneer Blvd	Artesia	17.2/B-AM 24.6/C-PM	18.8/B-AM 25.0/C-PM
109	Industrial Ave/Lincoln Ave	South Gate	3.4/A-AM 2.4/A-PM	3.6/A-AM 3.5/A-PM
110 ^c	Parking Structure/Solana Pl/Pioneer Blvd	Artesia	- -	7.4/A-AM 18.3/B-PM

Source: Jacobs 2020, updated 2023

Notes:

Intersections 1 through 29 are along Alternatives 1 and 2, which are not evaluated this report. Intersection numbers 102 through 110 were not analyzed as part of the Draft EIS/EIR. These intersections were added in response to comments received during the Draft EIS/EIR comment period or due to refinements to the LPA. The traffic analysis for the LPA includes Intersection 110 (Parking Structure/Solana Pl/Pioneer Blvd); however, that intersection will be implemented as part of the LPA and does not exist under the No Build Alternative.

^a This column shows the peak hour delay in seconds per vehicle, followed by the LOS for the AM peak hour, and then for the PM peak hour. For example, “21/C-AM 13/B-PM” means a 21-second/vehicle delay, which is LOS C in the AM peak hour, and a 13-second/vehicle delay, which is LOS B in the PM peak hour under the No Build condition. Some intersections have not been assessed for 2042 No Build operations, as the intersection will be introduced with implementation of the LPA.

^b This column shows the peak hour delay in seconds per vehicle, followed by the LOS. Yellow cells are those intersections where adverse impacts were identified.

^c Under the LPA, the intersections of Randolph St/Alameda St (West) and Randolph St/Alameda St (East) will operate with one set of traffic signals. Analysis was conducted to reflect the operation as a single intersection, and one set of delay/LOS was reported.

^d 188th Street will be closed between Corby Avenue and Pioneer Boulevard to accommodate the Pioneer Station parking structure. Therefore, the intersection is eliminated with implementation of the LPA.

^e The Pioneer Station access driveway on Pioneer Boulevard was analyzed for informational purposes only. See Project Measure TR PM-11 in Section 8.1.1 for additional details on project measure.

AM = morning; LOS = level-of-service; PM = afternoon

The LPA could result in changes to the length of vehicle queues from nearby intersections back to train crossings. These queues arise when vehicles wait at red signals, and the spacing from intersections to the upstream train crossing is not sufficient to store all of the vehicles. The result could be vehicles stopped on the tracks, unless other measures are taken, such as placing signs to indicate that stopping on the tracks is not permitted. Table 5-5 illustrates the projected vehicle queues for the 2042 AM and PM peaks. Queues are calculated based on the 95th percentile value, a standard traffic engineering assessment. On average, 95th percentile queues occur on 1 out of 20 signal cycles. In the table, the yellow cells with text indicate where the 95th percentile queue exceeds the storage capacity to the upstream at-grade crossing.

Table 5-5. 2042 LPA 95th Percentile Queues from Upstream Crossing to Intersection

Crossing ^{a, b}	Intersection to the North/East of Train Crossing	Distance from Intersection Back to Rail Crossing (feet)	LPA 95th Percentile Queue ^c (feet)	Intersection to the South/West of Train Crossing	Distance from Intersection Back to Rail Crossing (feet)	LPA 95th Percentile Queue ^c (feet)
Pacific	Pacific Blvd/ Belgrave Ave	435	289	Pacific Blvd/ Clarendon Ave	585	171
Gage	Gage Ave/ California Ave	435	421	Gage Ave/ Salt Lake Ave (West)	Intersection operations coordinated with the adjacent crossing	
Bell	Bell Ave/ California Ave	350	81	Bell Ave/ Salt Lake Ave	Intersection operations coordinated with the adjacent crossing	
Florence	Florence Ave/ California Ave (East)	140	184	Florence Ave/ California Ave (West)	90	142
Otis	Otis Ave/ Salt Lake Ave (East)	Intersection operations coordinated with the adjacent crossing		Otis Ave/ Salt Lake Ave (West)	Intersection operations coordinated with the adjacent crossing ^e	
Santa Ana	Santa Ana St/ Salt Lake Ave (East)	Intersection operations coordinated with the adjacent crossing		Santa Ana St/ Salt Lake Ave (West)	Intersection operations coordinated with the adjacent crossing	
Ardine ^d	Ardine St/ Salt Lake Ave	Intersection operations coordinated with the adjacent crossing		N/A	N/A	
Southern ^d	N/A	N/A		Southern Ave/ Salt Lake Ave	Intersection operations coordinated with the adjacent crossing	
Gardendale	Gardendale St/ Industrial Ave	290	206	Gardendale St/ Center St	175	264
Main	Main St/ Arizona Ave/ Industrial Ave	150	74	Main St/ Center St	165	51
Century ^d	N/A			Century Blvd/ Center St	255	0
Somerset	Somerset Blvd/ Lakewood Blvd	880	390	Paseo St/ Lakewood Blvd	Intersection operations coordinated with the adjacent crossing	
Lakewood	Somerset Blvd/ Lakewood Blvd	525	545	Paseo St/ Lakewood Blvd	Intersection operations coordinated with the adjacent crossing	
Clark	Flora Vista St/ Clark Ave	Intersection operations coordinated with the adjacent crossing		Alondra Blvd/ Clark Ave	210	318

Crossing ^{a, b}	Intersection to the North/East of Train Crossing	Distance from Intersection Back to Rail Crossing (feet)	LPA 95th Percentile Queue ^c (feet)	Intersection to the South/West of Train Crossing	Distance from Intersection Back to Rail Crossing (feet)	LPA 95th Percentile Queue ^c (feet)
Alondra	Alondra Blvd/ Stevens Ave	635	24	Alondra Blvd/ Clark Ave	395	456
Bellflower	Flora Vista St/ Bellflower Blvd	155	195	Oak St/ Bellflower Blvd	240	248
Artesia	Artesia Blvd/ Studebaker Rd	765	851	Artesia Blvd/ Dumont Ave	Intersection operations coordinated with the adjacent crossing ^e	
Studebaker ^d	Business Cir/ Studebaker Rd	10	0	N/A	N/A	N/A
186th ^d	186th St/ Pioneer Blvd	1160	807	N/A	N/A	N/A
Pioneer	187th St/ Pioneer Blvd	240	112	Parking structure/Solana Pl/Pioneer Blvd ^f	260	188

Source: Compiled by Jacobs in 2020 and updated 2023

Notes:

^a There are no signalized intersections in proximity to the signalized crossings at Alameda, Santa Fe, Albany, Rugby, Seville, Miles, State, Ardrine, Rayo, Southern, or Century. Therefore, queuing evaluations were not conducted at these crossings.

^b The Atlantic, Firestone, Imperial, Garfield, Rosecrans, Downey, Flower, Woodruff, and 183rd/Grady crossings will be grade-separated. Therefore, queuing evaluations were not conducted at these crossings.

^c AM or PM peak (whichever is higher).

^d There are no signalized intersections to the north/east or south/west in proximity to the train crossings at Ardrine, Southern, Century, Studebaker Road or 186th Street.

^e The results of Metro's Grade Crossing Policy for LRT Milestone 2 queuing analysis indicates insufficient storage and identifies safety enhancement elements.

^f The queuing evaluation was added to assess vehicle queues from the Pioneer train crossing to the Pioneer Station parking structure driveway. See Project Measure TR PM-11 in Section 8.1.1 for additional details on project measure.

The yellow cells indicate where the 95th percentile queue exceeds the storage capacity to the upstream at-grade crossing.

AM = morning; PM = afternoon

Project Measure TR PM-1 (described in Section 8.1.1) identifies the use of pre-signals and queue-cutter signals to minimize the potential for queuing into at grade-crossings, and TR PM-2 identifies lane modifications needed to operate the pre-signals or queue-cutters signals. The Final Advanced Conceptual Alignment Design Plans (included as Appendix B of the Final EIS/EIR) identify the pre-signals or queue-cutter signals locations. As the design advances and coordination continues with the California Public Utilities Commission, additional locations for these signals may be identified. The pre-signals and queue-cutters will be activated when the system detects an approaching queue on the other side of the tracks, or in coordination with the downstream intersection signal. Pre-signals will be located at appropriate distances from traffic signals to control traffic flow before it reaches the tracks. When a train is approaching, the pre-signals will turn red to stop vehicles far enough back so that they do not stop on the tracks, thereby preventing vehicles from becoming stuck on the tracks when there is a red light on the other side of the rail crossing. Queue-cutters are activated when a train is approaching. When a train is detected, the queue-cutters change the traffic lights at nearby intersections to clear any vehicles that may be queued near the tracks.

This typically involves turning lights green in the direction that moves vehicles away from the track so vehicles have enough time and space to clear the tracks before the train arrives. Another function of the queue cutter is to detect queues from nearby intersections, and as the queue builds up backwards toward the train tracks, it will turn the signal at the train crossing red even if a train is not approaching, preventing vehicles from stopping on the tracks. Pre-signals and queue-cutters will be designed to work in tandem with railroad crossing signals and gates to help manage traffic flow so as to prevent situations where vehicles might inadvertently stop on the tracks. By controlling the traffic ahead of a train approaching, these systems eliminate potential conflicts and ensure safe operation of at-grade crossings. More detailed engineering regarding these measures and their corresponding applicability will be completed as design advances.

5.1.3 Design Option: Close 186th Street

The LPA with the design option differs from the LPA without the design option in that the 187th Street at-grade crossing would be open to traffic across the LRT tracks and the 186th Street at-grade crossing would be closed to traffic across the LRT tracks. Only the study intersections in proximity to these crossings would have delay and LOS that are different from those of the LPA without the design option. Table 5-6 summarizes the projected 2042 operations for these study intersections for the No Build Alternative (2042) and LPA with the design option. The LOS results remain relatively unchanged at LOS A or B for intersections between the LPA without the design option and the LPA with the design option scenarios. The traffic operations with the 186th Street at-grade crossing closed would not result in adverse effects. Therefore, the LPA with the design option would not result in additional adverse effects compared to the LPA without the design option.

Table 5-6. 2042 No Build Alternative and LPA with Design Option Operations

No	Intersection Name	Jurisdiction	No Build Peak Hour Delay/LOS ^a	LPA with Design Option Peak Hour Delay/LOS ^a
92	186th St/Jersey Ave	Artesia	3.3/A-AM 2.4/A-PM	3.2/A-AM 2.5/A-PM
93	187th St/Alburtis Ave	Artesia	4.1/A-AM 1.6/A-PM	6.4/A-AM 7.3/A-PM
94	187th St/Corby Ave (West)	Artesia	4.2/A-AM 3.9/A-PM	4.4/A-AM 4.1/A-PM
95	187th St/Corby Ave (East)	Artesia	4.1/A-AM 3.8/A-PM	5.1/A-AM 5.0/A-PM
96	186th St/Pioneer Blvd	Artesia	6.6/A-AM 6.1/A-PM	9.5/A-AM 4.1/A-PM
97	187th St/Pioneer Blvd	Artesia	6.7/A-AM 8.1/A-PM	12.5/B-AM 15.3/B-PM

Source: Jacobs 2023

Notes: ^a This column shows the peak hour delay in seconds per vehicle, followed by the LOS for the AM peak hour, and then for the PM peak hour. For example, "21/C-AM 13/B-PM" means a 21-second/vehicle delay, which is LOS C in the AM peak hour, and a 13-second/vehicle delay, which is LOS B in the PM peak hour under the No Build condition.

AM = morning; LOS = level-of-service; PM = afternoon

5.1.4 Maintenance and Storage Facility

The traffic impacts assessment for the MSF site considered the street network, traffic in the City of Bellflower, and the facility's peak hour trip generation. A summary of the surrounding area assessment is as follows:

- Local street network:** The main street for access to the MSF site will be immediately north at Somerset Boulevard. As discussed in Section 8.1.1, Project Measure TR PM-7 states that the MSF access driveway will be aligned with Bayou Avenue and a traffic signal will be installed at the intersection. This project measure was identified through coordination with the City of Bellflower. The streets adjacent to the site mainly serve residential areas. Commercial vehicle traffic in the area is restricted to Somerset Boulevard. Access to the nearby I-105 freeway is through Somerset Boulevard, Lakewood Boulevard, Downey Avenue, and Clark Avenue. There are no at-grade crossings between the proposed MSF and the mainline rail; therefore, no additional at-grade crossing impacts are anticipated.
- Traffic:** Traffic density around this site and the local roadway network is moderate, with the peak periods heavily traveled. The area is lightly traveled by commercial vehicles.
- Truck routes:** Somerset Boulevard and Clark Avenue are designated as truck routes near the MSF site.

The MSF site will have similar operational functions as Metro's Division 22 LRT maintenance facility. Metro Division 22 serves the Metro C (Green) Line, maintaining and operating 39 LRVs, and is located at 14724 Aviation Boulevard in Lawndale. The MSF site will be larger than Metro Division 22 and is expected to serve 80 LRVs. To determine traffic volumes for the MSF site, driveway traffic counts were conducted at Metro Division 22. The driveway counts were used to establish peak hour trip generation rate for the MSF site. Trip generation for the MSF was estimated by calculating a proportional factor (80/39) of the number of LRVs served. The resulting factor of 2.05 was applied to the Division 22 traffic count data, including both passenger cars and trucks, to calculate trip generation for the proposed MSF. A passenger car equivalency factor of 2.0 was used to convert truck trips into passenger car equivalents.

As summarized in Table 5-7, the projected traffic to and from the MSF is 23 vehicle trips in the AM peak hour and 26 vehicle trips in the PM peak hour. LADOT's 2016 *Transportation Impact Study Guidelines* (LADOT 2016) (application guidelines referenced for the traffic analysis) set a threshold for new developments at 43 vehicle trips during the AM/PM peak hours. Because the projected peak hour vehicular trips generated by the MSF are lower than LADOT's thresholds, the effect on traffic will not be adverse.

Table 5-7. MSF Peak Hour Trip Generation

Peak Hour	Enter	Exit	Total
AM	10	13	23
PM	15	11	26

Source: Compiled by Jacobs in 2020

Note: MSF = maintenance storage facility

5.1.5 U.S. Army Corps of Engineers Facilities

The LPA alignment will cross three USACE facilities: the Los Angeles River and Rio Hondo channels just west and east of I-710, and the San Gabriel River channel just west of I-605. All three are concrete-lined. Traffic operations will not occur within the USACE channels. Therefore, the traffic analysis is not applicable to the USACE facilities.

5.1.6 California Department of Transportation Facilities

The traffic operations impact assessment for Caltrans facilities includes freeway interchange ramp terminal intersections. The analyses considered the changes to traffic operations due to at-grade train crossing activity and potential additional traffic generated due to park-and-ride and kiss-and-ride traffic at stations. All of the at-grade train crossings are at least 0.5 mile from the ramp terminal intersections at the freeway interchanges; therefore, operations deterioration due to at-grade train crossing activity is not anticipated. Analysis of station-generated park-and-ride and kiss-and-ride traffic routing indicated that a negligible number of vehicles per peak hour will travel through these ramp terminal intersections. Therefore, no adverse effects related to traffic operations are anticipated to Caltrans facilities.

5.2 Transit

This section describes the horizon year 2042 transit operating conditions for the No Build Alternative and the LPA to identify impacts on transit service. Travel demand forecasts for the horizon year 2042 were developed using Metro's Corridors Base Model. Because transit services (e.g., bus routes and rail lines) are not confined to specific locations, the evaluation in this section is conducted for the Study Area as a whole.

In addition to systemwide metrics, the transit analysis considered the change in boardings on each of the connecting rail and bus lines. The analysis also considered the change in transit travel times with and without the Project.

In general, operation of the LPA will improve transit service and accessibility because a new transit line will be implemented.

5.2.1 No Build Alternative

Section 4.3 provides a detailed description of the transit service in the Study Area. These services include Metro Rail (six lines), Metrolink (three lines), Metro Rapid (six routes), Metro Express (two routes), shuttle bus (two routes), local bus (nine routes), municipal operators (seven routes), and local operators.

The No Build Alternative includes funded transportation improvements specified in the RTP/SCS (SCAG 2016) and the financially constrained element of the LRTP (Metro 2009), except for the Project. The No Build Alternative transit network includes the bus and rail system programmed in Measure M by 2042 without the Project. Transit improvements included in the No Build Alternative are identified in Table 2.1. The description of planned projects identified in Table 2.1 may not reflect actual alignment and operating scenarios as planning work advances on future projects. Additionally, service on the Regional Connector began in 2023 and will result in a change to Metro rail operations with the creation of a North-South Line (Metro A [Blue] Line and Metro L [Gold] Line) and an East-West Line (Metro E [Expo] Line and Metro L [Gold] Line Eastside Extension). Table 5-8 is a summary of the alignment and headway assumptions used for the No Build Alternative for urban rail lines and BRT. Table 5-9 is a similar summary for the major bus lines within the Study Area (over 10,000 daily boardings).

Table 5-8. 2042 No Build Alignment and Headway Assumptions for Urban Rail and BRT Lines

Urban Rail Line	Alignment	Weekday Headways (minutes)		Daily Number of Boardings
		Peak	Off-Peak	
Metro D (Purple) Line	Union Station – VA Hospital	4	10	214,457
Metro B (Red) Line	Union Station – North Hollywood	4	10	122,074
Metro C (Green) Line	Norwalk – Metro E (Expo) Line/Crenshaw	5	10	112,600
	LAX 96th St – Torrance	5	10	
North-South Line ¹	Long Beach – Claremont	10	10	212,478
	Willow St – Azusa	10	-	
East-West Line ¹	Santa Monica – Lambert	10	10	135,297
	Santa Monica – Peck Rd	10	-	
	Pomona/Atlantic – Peck Rd	-	10	
East San Fernando Valley Line	Sylmar – Metro G (Orange) Line (Van Nuys)	5	10	76,940
Sepulveda Line (HRT)	Metro G (Orange) Line Van Nuys – Metro E (Expo) Line	4	10	118,108
Metro G (Orange) Line BRT	Del Mar – Chatsworth	8	16	89,934
	Del Mar – Canoga	8	16	
Vermont BRT	Sunset Blvd – 120th Street	5	10	65,215

Source: Metro Travel Demand Model: Corridors Base Model 2018

Notes: BRT = bus rapid transit; HRT = heavy rail transit; VA = Veterans Administration

¹ With the opening of the Regional Connector in June 2023, the L (Gold) Line has been eliminated and service on the A Line and E Line extends through 7th Street/Metro Center to eastern and northern LA County.

Table 5-9. No Build Headway Assumptions for Major Bus Routes within Study Area

Metro Bus Route	Alignment	Weekday Headways (minutes)		Daily Number of Boardings
		Peak	Off-Peak	
60	Artesia – Downtown Los Angeles	8	12	18,959
18	W 6th Street – Whittier Boulevard	11	16	21,754
18	W 6th Street/Vermont – Montebello	15	20	
40	South Bay Galleria – Downtown Los Angeles	20	15	19,240
40	Hawthorne/111th – Union Station	20	-	
66	Montebello – Wilshire/Western	26	30	10,822
66	Soto – 8th Street/Western	11	-	
66	Olympic/Downey – 8th Street/Western	60	45	
108	Slauson Avenue	16	24	20,179
108	Slauson Avenue (Palawan/Washington)	16	24	
111	Florence Avenue	20	28	20,435
115	Manchester/Sepulveda	15	-	20,068
115	Manchester – Firestone	15	28	
115	Manchester/Sepulveda – Norwalk	-	28	
260	Atlantic – Fair Oaks	45	120	14,472
260	Atlantic – Fair Oaks	20	28	
720	Eastbound Santa Monica – Commerce	18	19	51,218
720	Westbound Commerce – Santa Monica	6	19	
720	Eastbound Westwood – 6th (Central)	18	19	
720	Westbound 6th Central – Westwood	6	19	

Source: Metro Travel Demand Model: Corridors Base Model 2018

5.2.2 Locally Preferred Alternative

The LPA largely assumes the same transit operating conditions as the No Build Alternative but also includes implementation of the LPA. As design progresses, it is anticipated that off-street bus bays would be provided at select stations in the event that local transit providers decide to serve these stations in the future. As bus service schedules are continually reviewed and adjusted by regional and local transit agencies in order to meet the needs of transit riders, future bus services, including the number of routes and headways, that may utilize the bus bays are unknown. Prior to opening a new rail transit line, Metro completes a bus-rail interface study. As part of this study, Metro coordinates with other jurisdictions and transit service providers to determine if adjustments are needed to existing or planned bus routes to align with the service provided by the new rail transit line. This study occurs closer to the start of revenue service in order to ensure that adjustments to bus services reflect the population, employment, and ridership demand in the service area. Preparing that study at

this time would be speculative, particularly in light of the lingering effects of the COVID-19 pandemic. Future changes or additions to bus service would follow the requirements of the applicable agency prior to implementation. Therefore, due to the speculative nature of future bus operation needs, the specifications of the bus bays, including the precise location and number of bus bays, will need to be further determined and evaluated during future stages of the design, prior to revenue service. Every effort will be taken to place bus bays in locations that minimize effects to traffic and pedestrian circulation. If required, supplemental environmental documentation will be completed once the location of bus bays and corresponding service is determined. Metro and/or the provider will do the necessary public outreach at the time route changes are made.

Headways for all rail and bus lines, with the exception of the LPA, will be the same as under the No Build Alternative. The anticipated headways by time of day and day of week for the LPA are summarized in Table 5-10. The LPA is anticipated to operate about 22 hours daily, 7 days per week, from about 4:00 AM to 1:30 AM or 2:00 AM. Because the evaluation of transit conditions is broad, the evaluation in this section is conducted for the Study Area as a whole.

Table 5-10. Proposed LPA Headways by Time Period

Day of Week	Headways (minutes)						
	Early	AM Peak	Base	PM Peak	Early Eve	Late Eve	Night
Mon – Fri	15	5	10	5	10	20	20
Sat/Sun	20	10	10	10	10	20	20

Source: Prepared on behalf of Metro in 2021

LPA = Locally Preferred Alternative

5.2.2.1 Regional Transit Performance

The transit analysis considers quantitative information on transit service, as available from the Metro Travel Demand Model, to assess the effect of the LPA on the regional transit network.

Table 5-11 is a summary of the projected number of countywide trips for the No Build Alternative and the LPA based on forecasts from Metro's Corridors Base Model for the year 2042. Because the data are presented for the whole of LA County, the opening of the Project has a relatively small impact on overall transit ridership as it only serves a portion of the county.

Table 5-11. 2042 No Build Alternative and LPA Regional Transit Performance Metrics – Los Angeles County

	No Build Alternative	Locally Preferred Alternative
Daily linked fixed-guideway trips	781,687	793,125
Daily linked bus trips	965,231	962,999
Daily linked transit trips	1,746,918	1,756,124
Daily linked trips (total, all modes)	77,653,000	77,653,000
Total transit mode share	2.25%	2.26%
Daily new transit trips	N/A	9,206

Source: Metro Travel Demand Model: Corridors Base Model 2018

Conditions under the No Build Alternative provide a basis of comparison for transit usage for the LPA because the No Build Alternative includes all planned improvements for the year 2042 except the LPA. Under the No Build Alternative, daily transit trips are projected to exceed 1.75 million in the year 2042, which would account for 2.25 percent of the 77.7 million daily trips in the region.

Under the LPA, the number of countywide transit trips will increase compared to the No Build Alternative. As shown in Table 5-12, 1.76 million daily transit trips are projected under the LPA, 9,200 of which will be new transit trips compared to the No Build Alternative. The overall transit mode share will increase to 2.26 percent for the LPA. The LPA will have a beneficial impact on the transit system because it will increase transit's mode share.

Table 5-12. Project Boardings and Metro Rail Daily Boardings by Line (within Study Area)

Line	No Build	Locally Preferred Alternative	
	Number of Daily Boardings	Number of Daily Boardings	Change from No Build
WSAB LPA	N/A	30,964	N/A
North-South ¹	212,478	213,941	0.7%
East West ¹	135,297	134,129	-0.9%
Metro D (Purple) Line	214,457	215,692	0.6%
Metro B (Red) Line	122,074	122,513	0.4%
Metro C (Green) Line	112,600	111,338	-1.1%

Source: Metro Travel Demand Model: Corridors Base Model 2018

Notes:

¹ With the opening of the Regional Connector in June 2023, the L (Gold) Line has been eliminated and service on the A Line and E Line extends through 7th Street/Metro Center to eastern and northern LA County.

LPA = Locally Preferred Alternative; N/A = not applicable; WSAB = West Santa Ana Branch

5.2.2.2 Metro Rail and Bus Service Performance

The projected number of daily boardings on each of the Metro rail lines that serve the Study Area is presented in Table 5-12.

Table 5-13 presents the projected bus ridership data by line within the Study Area. The data indicate that the number of bus trips made systemwide will decrease slightly under the LPA. Table 5-13 indicates which lines within the Study Area will experience the greatest decrease. Most of the lines that run parallel to the LPA will experience a slight decrease in boardings because the LPA will provide faster and more reliable service. However, many of the routes that cross the LPA may experience a slight increase in boardings as passengers use these routes to access stations along the LPA.

Table 5-13. 2042 No Build Alternative and LPA Bus Boardings by Line (within Study Area)

Route	No Build Alternative	Locally Preferred Alternative	
	Number of Daily Boardings	Number of Daily Boardings	Change from No Build
Bus Lines along Corridor			
Metro 60	18,959	18,870	-0.5%
Metro 62	5,804	5,918	2.0%
251-Long Bch Bl-Av28/Id	8,276	8,000	-3.3%
751-Soto St Nb	2,725	2,730	0.2%
760-Long Beach Bl. NB	5,691	5,630	-1.1%
460-5th/La-Disney La Sb	6,742	6,487	-3.8%
611-Huntington Pk	899	845	-6.0%
612-Florence Bl-MLK/Atl	526	563	7.0%
Bus Lines across Corridor			
18-W 6th St-Whittier Bl	21,754	21,816	0.3%
30-Little Tokyo-Pico-Rim	9,705	9,693	-0.1%
40-So. Bay Gal-LACBD	19,240	19,232	-0.0%
66-Montebello-Wil/Westr	10,822	10,830	0.1%
105-Vernon-La Cienega	9,464	9,424	-0.4%
108-Slauson Av (Mesm)	20,179	19,209	-4.8%
110-Gage Av	5,656	5,294	-6.4%
111-Florence Av	20,435	20,562	0.6%
115-Manch Sepu-Stonewd	20,068	20,009	-0.3%
117-Century Boulevard	9,587	9,118	-4.9%
120-Imperial Hw	4,442	4,395	-1.1%
125-Rosecrans Av	6,507	6,270	-3.6%
127-Comptn Bl-Bellflo	111	107	-3.6%
128-Alondra Bl	1,555	1,284	-17.4%
130-Artesia Blvd	3,580	3,282	-8.3%
254-Wlmg/ Imperial-Lac/U	181	200	10.5%
258-Main/ Garf-Frstn/Ga	552	557	0.9%
260-Atlantic-Fair Oaks	14,472	15,167	4.8%
265-Lkwd Mall-Bevly/Dur	263	257	-2.3%
266-Lakewood/D Amo-Smv	6,100	5,753	-5.7%
577-L. Beach-El Monte Nb	200	205	2.5%

Route	No Build Alternative	Locally Preferred Alternative	
	Number of Daily Boardings	Number of Daily Boardings	Change from No Build
705-Vernon-La Cienega S	6,075	6,031	-0.7%
720-Eb-Sm-Com	51,218	51,231	0.0%
762-Atlantic SB	1,369	1,376	0.5%
OCTA			
30-Orangethorpe Ave	2,063	3,615	75.2%
38-La Palma Eb	5,859	5,838	-0.4%
701-Hntngtn Beach-LA N	161	151	-6.2%
721-Fullerton-La Sb	71	61	-14.1%
Other Agency Routes			
91-1St/Locst-Alndr/Blfl (E-W)	604	578	-4.3%
92-1St/Locus-Wdrf/Alndr (E-W)	2,795	2,703	-3.3%
93-1St/Locst-Alndr/Blfl (E-W)	1,107	1,070	-3.3%
172-1St/Lcst-Nrwk Gl (E-W)	5,673	5,294	-6.7%
173-1St/Lcst-Nrwk Glsta (E-W)	7,530	7,569	0.5%
192-Trnst Ml-South/Grdl (E-W)	2,340	2,415	3.2%
929-DASH Southeast/Pueb	2,072	2,061	-0.5%
929-DASH Southeast	577	465	-19.4%
911-DASH Chesterfield	1,121	895	-20.2%
919-DASH King-East	758	733	-3.3%
South Gate East	82	117	42.7%
South Gate West	35	31	-11.4%
Huntington Park Express	89	72	-19.1%
50-Beaudry-Adel/Sgertru	4,189	4,136	-1.3%
30 - Garfield Avenue	506	510	0.8%

Source: Metro Travel Demand Model: Corridors Base Model 2018

Notes: The red-shaded cells indicate a decrease in boardings under the LPA compared to the No Build Alternative.

DASH = Downtown Area Short Hop; OCTA = Orange County Transportation Authority

Table 5-14 provides the number of daily boardings anticipated at each of the LPA stations. As shown, 31,000 total daily station boardings are forecasted for the LPA. The station with the highest number of boardings is Slauson/A Line Station, where passengers would transfer to the north-south line.

Table 5-14. Station Boardings

Station	Locally Preferred Alternative
Slauson/A Line	7,987
Pacific/Randolph	2,153
Florence/Salt Lake	3,132
Firestone	3,834
Gardendale	1,013
I-105/C Line	4,477
Paramount/Rosecrans	1,752
Bellflower	2,187
Pioneer	4,432
Total Daily Boardings	30,964

Source: Metro Travel Demand Model: Corridors Base Model 2018

Mode-of-access data demonstrate the way in which passengers access the LPA stations, such as via transit, walking, driving and parking, or dropping off (kiss-and-ride). Table 5-15 presents the average station mode of access for the LPA. Walking would comprise the highest mode share for station access, followed by bus transit, park-and-ride, and kiss-and-ride.

Table 5-15. Mode of Access

Mode	Percentage
Walk	47%
Bus Transit	25%
Park-and-Ride	23%
Kiss-and-Ride	6%

Source: Metro Travel Demand Model: Corridors Base Model 2018

Overall, impacts from the LPA will be beneficial because increased levels of transit service will be provided by a new LRT line. No impacts were identified, so no adverse effects will result.

Compared to the No Build Alternative, the LPA will result in a slight increase in boardings on the North-South and Metro D (Purple) and B (Red) Lines. The LPA will result in a decrease in boardings on both the East-West Line and the Metro C (Green) Line.

In addition to changing demand for bus service, the LPA has the potential to affect bus service at at-grade crossings and station areas, where there is the potential for traffic impacts or changes to the street design. Where bus service operates in mixed-flow traffic, impacts to traffic operations have the potential to delay bus service and increase unreliability. It is not anticipated that bus routes will be affected at the locations where the LPA will require closure of existing at-grade crossings. Section 5.1.2 identifies traffic operations impacts, and Section 8.2.1.1 identifies proposed mitigation measures. With mitigation, adverse impacts

are expected to remain at 12 intersections. Locations where traffic impacts will remain adverse with mitigation are identified in Section 8.2.1.1. Local bus service schedules will be reviewed and adjusted, if necessary, to reflect modified traffic conditions when service begins on the LPA. Therefore, adverse impacts are not anticipated.

5.2.3 Design Option: Close 186th Street

5.2.3.1 Regional Transit Performance

The LPA with the design option would not alter transit performance compared to the LPA without the design option. Therefore, the transit operating conditions described in Section 5.2.2.1 are also applicable to the LPA with the design option.

5.2.3.2 Metro Rail and Bus Service Performance

The Metro rail and bus service performance described in Section 5.2.2.2 is also applicable to the LPA with the design option.

5.2.4 Maintenance and Storage Facility

5.2.4.1 Regional Transit Performance

The MSF is an integral part of the infrastructure for the LPA and will support the maintenance, operations, and storage activities for the LPA. The MSF will not affect regional transit performance.

5.2.4.2 Metro Rail and Bus Service Performance

The MSF site will not affect Metro rail and bus transit services because it will not relocate transit stops or routes. Therefore, no impacts related to transit services are anticipated, and no resulting adverse effects will occur.

5.2.5 U.S. Army Corps of Engineers Facilities

5.2.5.1 Regional Transit Performance

Transit does not operate in areas under USACE jurisdiction. Therefore, the transit analysis is not applicable to the USACE channels.

5.2.5.2 Metro Rail and Bus Service Performance

Transit does not operate in areas under USACE jurisdiction. Therefore, the transit analysis is not applicable to the USACE channels.

5.2.6 California Department of Transportation Facilities

5.2.6.1 Regional Transit Performance

The LPA will operate in a dedicated right-of-way as it crosses Caltrans facilities. Operation of the LPA at the Caltrans facilities will be substantially similar to operations along other portions of the LPA alignment in regard to regional transit performance. As part of the LPA, a new Metro C Line Station will be constructed in the median of the I-105 freeway. The new infill station will allow transfers between the WSAB alignment and the C Line. The conclusions and effect determinations provided for the overall alignment, as described in Section 5.2.2, will also be applicable to the Caltrans facilities. The LPA will not result in adverse effects to regional transit performance.

5.2.6.2 Metro Rail and Bus Service Performance

The LPA will operate in a dedicated right-of-way as it crosses Caltrans facilities. Operation of the LPA at the Caltrans facilities will be substantially similar to operations along other portions of the LPA alignment in regard to Metro rail and bus service performance. As part of the LPA, a new Metro C Line Station will be constructed in the median of the I-105 freeway. The new infill station will allow transfers between the WSAB alignment and the C Line. The conclusions and effect determinations provided for the overall alignment, as described in Section 5.2.2, will also be applicable to the Caltrans facilities. Overall, impacts from the LPA will be beneficial because increased levels of transit service will be provided by a new LRT line, and no adverse effects will occur.

5.3 Active Transportation

5.3.1 No Build Alternative

The No Build Alternative, as defined in Section 2.1, reflects the transportation system in 2042 and includes the existing network along with planned and committed improvements identified in the 2009 LRTP and the 2016 RTP/SCS, as well as additional projects funded by Measure M. Under the No Build Alternative, future development and implementation of the bicycle paths within the rail ROWs would continue to occur in the jurisdictions that have identified planned bicycle paths in their general plans or bicycle master plans (i.e., the Cities of Huntington Park, Vernon, Cudahy, Bell, South Gate, Downey, Bellflower, and Paramount, as well as the County of Los Angeles). These committed and planned projects may include potential impacts to and/or incorporation of active transportation elements to stand-alone or integrated projects (see Table 2.1). However, these projects and their potential impacts to active transportation elements will be subject to their own independent environmental review and approval process, which will identify and address potential impacts.

5.3.2 Locally Preferred Alternative

In general, impacts to active transportation (pedestrians and bicyclists) facilities will occur if the LPA removes or degrades a bike facility or sidewalk. Where features associated with the LPA will encroach on existing bicycle or pedestrian facilities and those facilities will be realigned or reconstructed, the LPA will not result in adverse impacts. In addition, beneficial impacts can occur where new facilities are added or existing facilities are upgraded. The potential for pedestrian and bicycle impacts are evaluated in the areas adjacent to stations and along the alignment. The analysis is focused on the existing active transportation system. Refer to the *West Santa Ana Branch Transit Corridor Project Final Land Use Impact Analysis Report* (Metro 2024b) for a discussion of planned active transportation facilities. The bicycle and pedestrian system with the LPA will generally be the same as with the No Build Alternative. Figure 5-1 and Figure 5-2 show the locations where the LPA will remove or relocate existing pedestrian and bicycle facilities. These impacts are summarized as follows.

Figure 5-1. Active Transportation Facilities Removed or Relocated by the LPA – Los Angeles to Huntington Park



Source: Prepared by WSP and Jacobs in 2020 and updated in 2023

Figure 5-2. Active Transportation Facilities Removed or Relocated by the LPA – Huntington Park to Artesia



Source: Prepared by WSP and Jacobs in 2020 and updated in 2023

The LPA will require closure of several existing at-grade crossings. In these locations, the sidewalks will also be removed as they will no longer be required. Five of the at-grade crossing closures will occur along Randolph Street at Wilmington Avenue, Regent Street, Malabar Street, Rita Avenue, and Arbutus Avenue. The other at-grade crossing closure will occur at 187th Street in Artesia. At these locations, pedestrians and bicyclists will be able to access open at-grade crossings using the next cross street with crosswalks within one to two blocks. Additionally, a pedestrian crossing would be provided at 187th Street. As a result, the LPA will not interfere with pedestrian and bicycle access. The LPA design will also comply with ADA requirements.

The existing Paramount High School pedestrian bridge will be reconstructed over the LPA and freight tracks to maintain the connection between Paramount High School and the athletics fields. The LPA will be adjacent to the Paramount Bike Trail, Bellflower Bike Trail, and Artesia Historic District Recreation Trails located parallel along and partially within the

PEROW in the Cities of Paramount, Bellflower, and Artesia. The Paramount Bike Trail is located south and adjacent to the rail ROW. The Paramount Bike Trail currently extends between Somerset Boulevard and Lakewood Boulevard, and ultimately planned to extend from the Los Angeles River Bike Trail and connecting to the Bellflower Bike Trail at Lakewood Boulevard. The Bellflower Bike Trail is located within the existing PEROW between Lakewood Boulevard and Ruth R. Caruthers Park and connects to the San Gabriel River Bike Trail. The Artesia Historic District Recreation Trails follows the PEROW from 183rd Street to 187th Street.

The Paramount Bike Trail segment between Somerset Boulevard and Lakewood Boulevard is located within the PEROW. The tracks for the LPA will be located within the southwest side of the PEROW along this segment. To accommodate the track alignment, the LPA will require the removal of an approximately 930-foot-long segment of the existing Paramount Bike Trail between Somerset Boulevard and Lakewood Boulevard. As part of Mitigation Measure LU-1 (Consistency with Bike Plans), described in the Final Land Use Impact Analysis Report (Metro 2024b), this segment of the existing bike trail will be realigned to the northern side of the PEROW. The relocation of this segment of the Paramount Bike Trail will require users of the bike trail to cross the railroad tracks at Lakewood Boulevard to access the bike trail across the street. Although segments of the Paramount Bike Trail will be realigned, the bike trail will remain operational. The existing segment east of Lakewood Boulevard will remain.

Under the LPA, the Bellflower Station platform and tracks will conflict with an approximately 350-foot-long segment of the existing Bellflower Bike Trail east of Bellflower Boulevard. As part of Mitigation Measure LU-1 (Consistency with Bike Plans), this segment of the existing bike trail will be realigned to the southern side of the PEROW. The existing segment west of Bellflower Boulevard will remain.

Overall, although segments of the Paramount Bike Trail and Bellflower Bike Trail will be realigned with implementation of Mitigation Measure LU-1 (Consistency with Bike Plans), the bike trails will remain operational within the PEROW and the function of the bike trails will be maintained. Therefore, continuity with other segments of the Paramount Bike Trail and Bellflower Bike Trail will be maintained and, with mitigation, there will be no adverse effects to these facilities.

The LPA will not require the realignment of the Artesia Historic District Recreation Trail. The bike trail will remain within the PEROW; the function of the bike trail will be maintained; and access to and from this bike trail will not be affected. The bike trail will continue to be available for use by the community.

The LPA alignment has been developed in consideration of the planned bike trail extension north of Somerset Boulevard to Paramount Park as identified in the *Bellflower-Paramount Active Transportation Plan* (City of Bellflower and City of Paramount 2019), thereby avoiding impacts to the future extension.

The LPA will include a wide range of features to enhance active transportation facilities for the benefit of users, as detailed in Section 5.1.2 of the *West Santa Ana Branch Transit Corridor Project Final Safety and Security Impact Analysis Report* (Metro 2024c). These enhancements include physical improvements (e.g., barriers and gates), channelization and signing, illumination and other design improvements that will enhance user experience and security.

Where new pedestrian trips will occur between stations and parking areas, pedestrian facilities will be enhanced with improved signing and lighting as part of the LPA. Additional sidewalks and bicycle facilities, such as bike racks at stations, implemented as part of the LPA will result in a beneficial impact, both for active transportation users accessing the stations and for the broader community. Additional details regarding design improvements are provided in Sections 5.1.2.2 and 5.2.2.2 of the Final Safety and Security Impact Analysis Report (Metro 2024c).

Based on this evaluation, without mitigation, the LPA will result in adverse effects related to the Paramount and Bellflower Bike Trails. With implementation of Mitigation Measure LU-1 (Consistency with Bike Plans), these existing active transportation facilities will be realigned to maintain continuity. Therefore, there will be no adverse effects to these facilities with mitigation.

5.3.3 Design Option: Close 186th Street

The LPA with the design option differs from the LPA without the design option in that the 187th Street at-grade crossing would be open and the 186th Street at-grade crossing would be closed. Implementation of the design option would result in removal of the sidewalk at 186th Street but would maintain the sidewalk at 187th Street. Pedestrians and bicyclists will be able to use sidewalks and travel lanes at adjacent open at-grade crossings to cross the tracks, and the design option would not interfere with pedestrian and bicycle access. Therefore, the LPA with the design option would not result in additional adverse effects compared to the LPA without the design option.

5.3.4 Maintenance and Storage Facility

The MSF site will not affect active transportation facilities because it will not result in the closure of sidewalks or bicycle facilities. Therefore, no impacts related to active transportation are anticipated, and no resulting adverse effects will occur.

5.3.5 U.S. Army Corps of Engineers Facilities

The active transportation impact assessment for USACE facilities conducted for the LPA considered changes to pedestrian and bicycle facilities in proximity to USACE facilities. The LPA will not remove the Los Angeles River Bike Path, Rio Hondo River Path, San Gabriel River Mid-Trail, and/or any existing pedestrian or bike access to these facilities. Therefore, no impacts related to active transportation are anticipated to USACE facilities, and no resulting adverse effects will occur.

5.3.6 California Department of Transportation Facilities

The active transportation impact assessment for Caltrans facilities conducted for the LPA considered changes to sidewalks or bike lanes at the freeway ramp intersections that are under Caltrans jurisdiction. The LPA will not remove existing pedestrian or bike access at the ramp intersections. Therefore, no impacts related to active transportation are anticipated to Caltrans facilities, and no resulting adverse effects will occur.

5.4 Parking

The analysis of effects to parking considers how the LPA would physically affect on- and off-street parking supplies, and whether the demand for transit parking would exceed the available transit parking supply, resulting in spillover. The evaluation considered parking

availability from field observation, reduction (parking permanently removed to accommodate the LPA) of parking spaces, the expected demand for park-and-ride trips at each station, and the addition (through a new dedicated transit park-and-ride lot) of transit parking spaces.

5.4.1 No Build Alternative

The No Build Alternative (Section 2.2 and Table 2.1) reflects the transportation network in 2042 and includes the existing network along with planned improvements committed to and identified in the LRTP (Metro 2009) and the RTP/SCS (SCAG 2016), as well as additional projects funded by Measure M. These committed and planned projects may include potential impacts to parking through removal, modification, or reductions to existing parking resources. However, these projects and their potential parking impacts would be subject to their own independent and required environmental approval process, which would identify and address potential impacts.

5.4.2 Locally Preferred Alternative

The following sections summarize the permanent physical loss of on- and off-street parking that will occur with implementation of the LPA, including project measures and mitigation measures proposed to address traffic effects (as identified in Sections 8.1.1 and 8.2.1.1). The project measures and mitigation measures for traffic, however, are subject to city approval; if they are not implemented, loss of on-street parking could decrease from what is presented in the sections that follow as fewer on-street parking spaces will be affected by roadway geometry changes or lane modifications as part of the traffic project measures and mitigation measures. Spillover parking impacts associated with the demand for transit parking is also evaluated.

As summarized in Table 5-16, the LPA will result in a permanent loss of approximately 450 on-street parking spaces combined in cities along the LPA. This reflects an increase from the loss of parking identified in the Draft EIS/EIR (91 on-street parking spaces). The following are reasons why the loss of parking changed between the Draft EIS/EIR and the Final EIS/EIR:

- Additional on-street parking was implemented along portions of the LPA alignment after the Draft EIS/EIR was released. These new on-street parking spaces will be affected (removed) with implementation of the LPA.
- Refinements to project measures included in the Draft EIS/EIR in response to comments received on the Draft EIS/EIR and stakeholder coordination resulted in modifications to roadways that required the removal of parking to accommodate the measure. These changes to project measures also reflect the refinements made to the LPA.
- In the Draft EIS/EIR, the evaluation of parking impacts along the alignment analyzed on-street parking locations that were immediately adjacent (parallel) to the project alignment. The updated analysis for the Final EIS/EIR accounts for on-street parking that will be removed to accommodate all project components (e.g., modifications for at-grade crossing equipment, station footprints, and traffic mitigation measures) identified at this time, based on the current level of design completed and presented in Appendix B of the Final EIS/EIR.

The change in parking loss will not result in more severe impacts than what was identified in the Draft EIS/EIR. Consistent with the Draft EIS/EIR, at locations where the loss of on-street parking results in the supply of parking to fall below observed demand, parking is available on adjacent streets to accommodate demand with minimal circulation.

As summarized in Table 5-17, the LPA will result in the permanent loss of approximately 95 off-street parking spaces at 7 locations in cities along the LPA, which is a decrease from the Draft EIS/EIR which identified a loss of 121 off-street parking spaces at 9 locations. The change to the number of off-street parking spaces lost between the Draft EIS/EIR and Final EIS/EIR is due to the refinements to the LPA in response to comments received during the Draft EIS/EIR and stakeholder coordination. As a result of the refinements, new locations requiring removal of off-street parking were identified; however, parking loss was avoided at previously identified locations, resulting in an overall decrease from the Draft EIS/EIR. The following are reasons why the loss of parking changed between the Draft EIS/EIR and the Final EIS/EIR:

- Grade crossing design was updated at multiple locations along the alignment in coordination with local jurisdictions, which either increased or decreased the loss of off-street parking, depending on the location.
- In coordination with local jurisdictions, some optional TPSS sites were removed from consideration, which reduced off-street parking impacts.
- Track geometry was modified to reduce private ROW impacts in some locations, which reduced off-street parking impacts.
- The updated analysis for the Final EIS/EIR accounts for off-street parking that will be removed to accommodate all project components identified at this time based on the current level of design completed and presented in Appendix B of the Final EIS/EIR, which increased the loss of off-street parking at certain locations.

The LPA will not result in adverse impacts to off-street parking. The LPA will add approximately 2,800 parking spaces at 5 of the new transit stations.

On- and Off-street Parking Impacts

Implementation of the LPA will require removal of on-street parking at locations along the alignment. The results of the on-street parking impact analysis are summarized in Table 5-16. The analysis considered observations of utilization and whether there was sufficient supply after removal of the on-street parking spaces. Locations where the parking supply will decrease below the observed utilization are summarized as follows.

City of Los Angeles: At Long Beach Avenue within the City of Los Angeles, the loss of on-street parking will result in the parking supply decreasing below the observed utilization. On-street parking is permitted on adjacent streets, and there is sufficient capacity on adjacent streets to accommodate the excess parking demand.

City of Huntington Park: Within the City of Huntington Park, the loss of on-street parking will result in the parking supply decreasing below the observed utilization along segments of Randolph Street, Albany Street, Seville Avenue, and Gage Avenue. On-street parking is permitted on adjacent streets, and there is sufficient capacity on adjacent streets to accommodate the excess parking demand.

City of South Gate: At Main Street within the City of South Gate, the loss of on-street parking will result in the parking supply decreasing below the observed utilization by one parking space. There is sufficient capacity on adjacent streets to accommodate the excess parking demand on adjacent streets, and any circulation on local roads to find parking will be minimal.

At the cities not listed above, parking loss due to the implementation of LPA will not result in on-street parking supply decreasing below demand, and impacts would not be adverse at these locations.

The physical loss of parking at the locations identified in Table 5-16 could contribute to drivers circulating along adjacent roads as they attempt to find available parking. This would cause an increase in localized traffic and delay on roadways and at intersections, including idling and increased vehicular emissions. Based on observed utilization, parking supply on adjacent blocks and surrounding streets will have sufficient capacity to accommodate those utilizing on-street parking that will be displaced by the LPA. Therefore, it is anticipated that parking demand will be accommodated despite the loss of parking with minimal circulation and there will not be adverse effects. While adverse effects are not anticipated, Mitigation Measure TRA-20 (Parking Mitigation Program [Permanent]) will be implemented at all locations where implementation of the LPA results in a permanent, physical loss of on-street parking. The measure is described in Section 8.2.1.4.

Table 5-16. On-street Parking Impacts

Jurisdiction	Location	From	To	Parking Type	Existing On-street Parking Spaces	Observed Field Utilization ^a	Parking Spaces Removed ^b	Excess Parking Supply	Description of Effect
Los Angeles	Long Beach Ave	Slauson Ave	55th St	M1H	60	95%	15	-12	Straddle bent support columns are required along the west side of Long Beach Ave, removing existing on-street parking spaces.
Huntington Park	Randolph St	Alameda St	Albany St	TU, TL20	118	34%	52	26	Expansion of center track median to allow for new LRT tracks and the addition of grade crossing equipment near grade crossings.
		Albany St	Santa Fe Ave	TU	60	73%	48	-32	Expansion of center track median to allow for new LRT tracks and the addition of grade crossing equipment near grade crossings.
		Santa Fe Ave	Rugby Ave	TU	48	56%	12	9	Expansion of center track median to allow for new LRT tracks and the addition of grade crossing equipment near grade crossings.
		Rugby Ave	Pacific Blvd	TU	5	80%	2	-1	Expansion of center track median to allow for new LRT tracks and the addition of grade crossing equipment near grade crossings.
		Pacific Blvd	Seville Ave	TU	21	81%	9	-5	Expansion of center track median to allow for new LRT tracks and station platform and the addition of grade crossing equipment near grade crossings.
		Seville Ave	Miles Ave	TU, TL20	60	75%	11	4	Expansion of center track median to allow for new LRT tracks and the addition of grade crossing equipment near grade crossings.

Jurisdiction	Location	From	To	Parking Type	Existing On-street Parking Spaces	Observed Field Utilization ^a	Parking Spaces Removed ^b	Excess Parking Supply	Description of Effect
		Miles Ave	Arbutus Ave	TU	81	83%	9	5	Expansion of center track median to allow for new LRT tracks and the addition of grade crossing equipment near grade crossings.
		Arbutus Ave	State St	TU	34	91%	3	0	Expansion of center track median to allow for new LRT tracks and the addition of grade crossing equipment near grade crossings.
		State St	Plaska Ave	TU	7	43%	6	-2	Shifting of Randolph St lanes south to accommodate new LRT tracks, the addition of a westbound dedicated left-turn lane, and the addition of grade crossing equipment near grade crossings.
	Alameda St	Belgrave Ave	Randolph St	TL20	2	0%	1	1	Sidewalk reconstruction is required at the northeast corner of Randolph St and Alameda St East.
	Albany St	Belgrave Ave	Randolph St	TU	11	100%	3	-3	Southbound dedicated left-turn lane is being added in support of grade crossing modifications.
		Randolph St	Clarendon Ave	TU	65	78%	3	11	Northbound dedicated left-turn lane is being added in support of grade crossing modifications.
	Santa Fe Ave	Belgrave Ave	Randolph St	TU	13	0%	4	9	Wider cross section required to allow for grade crossing gate islands.
		Randolph St	Clarendon Ave	TU, TL20	42	69%	6	7	Wider cross section required to allow for grade crossing gate islands and a northbound dedicated left-turn lane.
	Rugby Ave	Belgrave Ave	Randolph St	TU	34	76%	4	4	Southbound dedicated left-turn lane is being added in support of grade crossing modifications.

Jurisdiction	Location	From	To	Parking Type	Existing On-street Parking Spaces	Observed Field Utilization ^a	Parking Spaces Removed ^b	Excess Parking Supply	Description of Effect
		Randolph St	Clarendon Ave	TU	42	79%	1	8	Northbound dedicated left-turn lane is being added in support of grade crossing modifications.
	Pacific Blvd	Belgrave Ave	Randolph St	M2H	26	31%	13	5	Wider cross section required to allow for grade crossing gate islands.
		Randolph St	Clarendon Ave	M2H, TL20	54	41%	22	10	Wider cross section required to allow for grade crossing gate islands.
	Seville Ave	Belgrave Ave	Randolph St	TU	43	86%	4	2	Southbound dedicated left-turn lane is being added in support of grade crossing modifications.
		Randolph St	Clarendon Ave	TU, TL20	36	72%	13	-3	Northbound dedicated left-turn lane is being added in support of grade crossing modifications.
	Miles Ave	Belgrave Ave	Randolph St	TL2H, TL20	28	46%	6	9	Wider cross section required to allow for grade crossing gate islands.
		Randolph St	Clarendon Ave	TU	10	60%	1	3	Wider cross section required to allow for grade crossing gate islands.
	Gage Ave	Bissell St	Salt Lake Ave	TU, TL2H, TL20	22	73%	10	-4	Eastbound dedicated right-turn lane is being added in support of grade crossing modifications.
	Bell Ave	Bissell St	Salt Lake Ave	TU	32	31%	2	20	Eastbound dedicated left-turn lane is being added in support of grade crossing modifications and westbound dedicated left-turn lane is being added as part of traffic mitigation.
	Florence Ave	California Ave W	California Ave E	TU	4	0%	3	1	Westbound dedicated left-turn lane is being added as part of traffic mitigation.
Huntington Park/ South Gate	Santa Ana St	Otis Ave	Salt Lake Ave	TU	26	58%	3	8	Westbound dedicated left-turn lane and signalization is being added in support of grade crossing modifications.

Jurisdiction	Location	From	To	Parking Type	Existing On-street Parking Spaces	Observed Field Utilization ^a	Parking Spaces Removed ^b	Excess Parking Supply	Description of Effect
Downey/ South Gate	Gardendale St	Garfield Ave	Arizona Ave	TU	87	13%	51	25	Westbound through lane is being added as part of traffic mitigation and wider cross section required to allow for grade crossing gate islands.
South Gate/Paramount	Century Blvd	Center St	Industrial Ave	TU	35	6%	6	27	Wider cross section required to allow for grade crossing gate islands.
South Gate	Industrial Ave	Lincoln Ave	Century Blvd	TU	59	32%	6	34	Parking facility entrances are being added along the west side of Industrial Ave.
	Main St	Center St	Industrial Ave	TU	12	17%	11	-1	Wider sidewalks are required to allow for grade crossing equipment.
Cudahy	Ardine St	Salt Lake Ave	Atlantic Ave	TU	37	32%	1	24	Medians at crossing, westbound dedicated left-turn lane and signalization are being added in support of grade crossing modifications.
Bellflower	Bellflower Blvd	Oak St	Mayne St	TU, TL2H	9	11%	2	6	Grade crossing and associated equipment are being added to street/sidewalks.
	Clark Ave	Alondra St	Mayne St	TU, TL2H, TL20	61	41%	19	17	Southbound dedicated left-turn lane and signal is being added at Los Angeles St as a result of coordination with city.
	Alondra Blvd	Clark Ave	Stevens Ave	TU, TL20	51	25%	15	23	Wider sidewalks and cross section are required to allow for grade crossing equipment and grade crossing gate islands.
	Somerset Blvd	Cerritos Ave	Touchwood Ave	TU, TL20	53	74%	11	3	Eastbound dedicated right-turn lane and signal is being added for access to the MSF as a result of coordination with city.

Jurisdiction	Location	From	To	Parking Type	Existing On-street Parking Spaces	Observed Field Utilization ^a	Parking Spaces Removed ^b	Excess Parking Supply	Description of Effect
	Lakewood Blvd	Somerset Blvd	Paseo St	TU	28	11%	2	23	Wider cross section required to allow for grade crossing gate islands.
Artesia	186th St	Gridley Rd	Corby Ave	TU, P	149	50%	26 ^c	48	Wider cross section required to allow for grade crossing gate islands, and grade crossing and associated equipment are being added to street/sidewalks.
	187th St	Alburtis St	Corby Ave	P	21	10%	14	5	Closure of street.
	188th St	Corby Ave	Pioneer Blvd	TU	11	9%	7	3	Closure of street to construct parking structure.
Artesia/ Cerritos	Pioneer Blvd	187th St	South St	TU, M2H	32	6%	10	20	Grade crossing and associated equipment are being added to street/sidewalks.

Source: Metro 2023

Notes: M1H = metered one hour, M2H = metered two hours, TU = time unlimited, TL20 = time limited 20 minutes, TL2H = time limited two hours, P = permit-only

^a Observations made during peak parking periods based on land use.

^b Based on engineering plans included in Appendix B of the Final EIS/EIR.

^c With implementation of the design option to close 186th Street, the number of parking spaces removed would be reduced to 17.

Off-street parking effects were analyzed for properties where the LPA will require a permanent property acquisition that will result in the permanent loss of off-street parking spaces, and whether the loss of parking will affect the function of the properties. The analysis did not include properties where the permanent acquisition resulted in the loss of all off-street parking and the corresponding business(es) that utilized that supply. This is because the business(es) will no longer exist, and, consequently, the associated parking demand will be eliminated. The loss of off-street parking spaces will, therefore, have no effect on the function of the property.

Specifically, the off-street parking impacts analysis considered whether the loss of off-street parking spaces will result in the supply for that property to fall below the requirement as per the parking code from the applicable city⁵. Table 5-17 summarizes the off-street parking analysis. Metro will provide compensation as required under the Uniform Act at properties where off-street parking is removed. Governmental institutions are not required to comply with parking code requirements. These properties are included in the table for completeness but were not assessed further. Metro will enter into an agreement with each of these properties for the use of the existing off-street parking.

Table 5-17. Off-street Parking Impacts

Location ²	Jurisdiction	Project Element	Number of Lost Spaces	Approximate % of Total Parking	Remaining Spaces Within Code Requirements?
Commercial supplier northwest corner of Alameda Street and Randolph Street ^{1, 3}	Huntington Park	Mitigation Measure TRA-12	19	35%	Yes
Strip mall north of the Randolph Street and Rita Avenue intersection	Huntington Park	TPSS Site 15	32	10%	Yes
Industrial building at the northeast corner of State Street and Randolph Street	Vernon	Grade Crossing	12	<5%	Yes
Bowling alley at the northeast corner of rail ROW and Gage Avenue ³	Huntington Park	Grade Crossing	3	<5%	Yes
Truck dealer at the northeast corner of Salt Lake Avenue and Walnut Street ³	Huntington Park	TPSS Site 12	22	10%	Yes
Trucking business south of Ardine Street ³	South Gate	Grade Crossing	3	<5%	Yes

⁵ City of South Gate Municipal Code: Chapter 11.33 Parking Standards; City of Huntington Park Municipal Code: Chapter 3 General Regulations Article 8 Off-street Parking Standards. City of Vernon Zoning Ordinance: Article V. Sec. 26.5.1. Off-street Parking and Loading Facilities; City of Cerritos Municipal Code: Chapter 22.74.500 Minimum parking space requirements.

Location ²	Jurisdiction	Project Element	Number of Lost Spaces	Approximate % of Total Parking	Remaining Spaces Within Code Requirements?
Business park on the southeast corner of Studebaker Road and Business Circle ³	Cerritos	Grade Crossing	2	<5%	Yes

Source: Metro 2023

Notes: TPSS = traction power substation

¹ The business at this location had vacated at the time of analysis. However, the property is allocated for commercial purposes, thus an assessment was conducted to determine if the removal of parking spaces will affect the use of the property.

² Since circulation of the Draft EIS/EIR, parking loss previously identified for Alternative 3 was avoided at 7 locations in the Cities of Huntington Park, South Gate, Downey, and Bellflower. The Draft EIS/EIR identified off-street parking loss at 9 locations with a total of 121 spaces removed. This table identifies 7 locations with a total of 95 off-street spaces removed.

³ Parking loss identified after circulation of the Draft EIS/EIR. These parking impacts were results of design refinements made to grade crossing designs, transportation mitigation measure design, and selection of a TPSS location. Mitigation Measure TRA-12 would be subject to city approval.

There are 7 locations where off-street parking will be removed permanently with a total of approximately 95 parking spaces affected. These properties are located in the Cities of Huntington Park, Vernon, South Gate, and Cerritos. The loss of parking will result from the addition of LPA elements, including TPSS sites, grade crossing modifications, the LRT track, and traffic mitigation. The removal of off-street parking spaces will not cause the off-street parking supply to decrease below the respective city parking code requirements and, therefore, will not result in an adverse effect.

Spillover Parking Impacts

Dedicated transit parking will be provided at the Firestone, I-105/C Line, Paramount/Rosecrans, Bellflower, and Pioneer Stations. Project Measure TR PM-10 (Pioneer Station Parking Access) will be implemented at the Pioneer Station to limit vehicles accessing the parking structure through the adjacent residential streets. Table 5-18 summarizes the parking demand at each station. Transit parking demand at all stations was compared against the combined dedicated transit parking supply that will be provided with implementation of the LPA. As indicated in Table 5-18, at stations where dedicated transit parking is not provided, it is anticipated that demand will shift to the stations with transit parking or drivers will find another way to complete their trip. Similarly, at stations with transit parking where demand is projected to exceed the number of parking spaces provided, it is anticipated that over time some drivers will seek parking at other stations where there is still capacity within dedicated transit parking, shift to other modes (e.g., kiss-and-ride, bicycle, or transit) to access the station, or drive to their ultimate destination. Therefore, there will not be adverse impacts associated with spillover parking.

As summarized in Section 1.6.4, the spillover parking analysis has been updated in response to comments received on the Draft EIS/EIR.

Table 5-18. Station Parking Facility Supply and Demand

Station	Proposed Station Parking Spaces ¹ (Unconstrained Locations)	Projected 2042 Parking Demand ¹ (All Stations)	Excess Transit Parking Demand (All Stations)	Projected 2042 Parking Demand ¹ (Constrained Locations)	Excess Transit Parking Demand (Constrained Locations)
Slauson/A Line	0	30	-30	0	0
Pacific/Randolph	0	120	-120	0	0
Florence/Salt lake	0	490	-490	0	0
Firestone	600	370	230	670	-70
Gardendale	0	200	-200	0	0
I-105/C Line	340 ²	170	170	240	90
Paramount/Rosecrans	490	220	270	300	190
Bellflower	260	330	-70	420	-160
Pioneer	1,100	870	230	1,090	10
Total ³	2,800	2,800	-10	2,720	50

Source: Metro 2023

Notes: ¹ Station parking and projected parking demand are rounded to nearest tenth.² Parking supply assumes TPSS site 07E is located within the parking lot. If TPSS 07 is selected instead, parking supply would increase to approximately 360 spaces.³Numbers may not equal due to rounding (to nearest ten)

Table 5-18 summarizes two model runs completed in support of the spillover parking analysis: 1) forecasted parking demand for all nine stations along the LPA to determine corridor-wide transit parking demand regardless of proposed parking supply, and 2) forecasted parking demand limited to the five stations with dedicated transit parking. As shown in Table 5-18, the corridor-wide transit parking demand exceeds the total parking supply, resulting in a deficit of 10 parking spaces. However, when transit parking is restricted to the five stations with transit parking, a surplus of 50 parking spaces was projected, and overall parking demand throughout the corridor decreases by approximately 60. The two forecasts show that there will be adjustments to demand if passengers seeking to park at stations encounter limitations of supply, with these adjustments being either a decrease in demand or a shift to a station with parking. Therefore, there will not be adverse impacts associated with spillover parking. Although an adverse effect related to spillover parking is not anticipated, Mitigation Measure TRA-19 (Parking Monitoring and Community Outreach), described in Section 8.2.1, will be implemented.

5.4.3 Design Option: Close 186th Street

Parking impacts associated with the LPA with the design option would be similar to that of the LPA without the design option. The LPA with the design option differs from the LPA without the design option in that the 187th Street at-grade crossing would remain open, and the 186th Street at-grade crossing would be closed. Closure of 186th Street would result in the removal of 9 fewer on-street parking spaces compared to the LPA (17 under the LPA with the design option compared to 26 under the LPA without the design option). However, while

adverse effects are unlikely, the physical loss of parking could contribute to a local concern. Mitigation Measure TRA-20 (Parking Mitigation Program [Permanent]) will be implemented at all locations with a physical loss of on-street parking. A spillover parking analysis was unnecessary for the design option as this is not a ridership-generating project element and the demand for parking at the Pioneer Station would remain unchanged compared to the LPA without the design option.

5.4.4 Maintenance and Storage Facility

The MSF site will not require the removal of off-street parking. With implementation of TR PM-7 (Section 8.1.1), removal of two on-street parking spaces will be required to accommodate a traffic signal and right-turn lane at the MSF entrance/exit driveway. The traffic signal and right-turn lane were added as a refinement to the LPA after circulation of the Draft EIS/EIR in coordination with the City of Bellflower. It is anticipated that parking demand will be accommodated despite the loss of parking and there will not be adverse effects. Although the impact will not be adverse, Mitigation Measure TRA-20 (Parking Mitigation Program [Permanent]) will be implemented at all locations with a physical loss of on-street parking.

The MSF will not result in adverse spillover parking effects as the facility will not generate parking demand from transit users and employee parking will be provided at the MSF site.

5.4.5 U.S. Army Corps of Engineers Facilities

There is no parking within USACE jurisdiction; therefore, the parking analysis is not applicable to the USACE channels.

5.4.6 California Department of Transportation Facilities

Changes to on- or off-street parking required for implementation of the LPA will not result in impacts to Caltrans facilities, and spillover parking from transit users is not expected. Therefore, no impacts related to parking are anticipated to Caltrans facilities, and no adverse effects will occur.

5.5 Freight

This section addresses how the No Build Alternative and the LPA affect vehicular freight (e.g., freight trucks) and rail freight.

5.5.1 No Build Alternative

The No Build Alternative includes existing transportation networks along with transportation improvements that have been committed and identified in constrained plans of the 2009 LRTP (Metro 2009) and the 2016 RTP/SCS (SCAG 2016). The service features include transit, freeway, and arterial operations within and around the Study Area. These projects are described in Section 2.1 (Table 2.1). Section 5.1.1 summarizes the traffic impact assessment for the No Build Alternative from changes in traffic operations (i.e., increased delay) and the street network. Table 5-1 provides a summary of the future (2042) No Build Alternative traffic operations at the Affected Area intersections. In general, operations are projected to be worse in 2042, consistent with traffic growth in a congested corridor. This added delay could affect vehicular freight operating during peak periods, which could result in delays to vehicular freight deliveries. Rail freight would not be affected.

5.5.2 Locally Preferred Alternative

5.5.2.1 Vehicular Freight

Section 5.1.2 summarizes the traffic impact assessment from changes in traffic operations (i.e., increased delay) and the street network due to implementation of the LPA. The assessment also included vehicular freight because freight trucks operate on arterial streets. The following are general changes in the traffic operations relevant to vehicular freight:

- The LPA will result in delays at new crossings and additional gate down time at existing crossings.
- Additional station area traffic on the roadways generally will increase delay at intersections during peak periods.
- Implementation of the LPA will require localized street closures and/or modifications. These closures and/or modifications are described in Section 8.1.1 as Project Measures and will include closing at-grade crossings, realigning intersections, turn prohibitions, street closures, and/or converting a roadway from two-way to one-way. Most of these modifications will not affect designated truck routes, but trucks occasionally travel on these streets (e.g., for local deliveries).
- In addition to the turn restrictions noted in Section 5.1.2, truck turns will be prohibited along Randolph Street at Pacific Boulevard, Seville Avenue, and Miles Avenue and along Salt Lake Avenue at Otis Avenue, Santa Ana Street, and Ardine Street.

As discussed in Section 5.1.2, adverse traffic effects as a result of the LPA will occur at 19 intersections. Of the 19 intersections, 3 intersections will experience adverse traffic impacts during 1 peak period, while the other 16 intersections will experience traffic impacts during both peak periods. With implementation of the mitigation measures identified in Table 8-20 in Section 8.2.1.1, adverse effects will be fully mitigated in both peak periods at 7 intersections and adverse impacts will remain at 12 intersections in one or both peak periods. As with other cars and trucks, if vehicular freight activity occurs during peak periods, freight vehicles could experience these delays. However, vehicular freight travel generally occurs outside of the peak traffic periods when there is less roadway congestion. The LPA will not affect the designation of truck routes, and trucks will not be rerouted to secondary streets. The LPA will not result in an adverse impact to freight vehicles.

5.5.2.2 Rail Freight

Table 5-19 summarizes the extent of existing rail ROW where the LPA tracks will share the right-of-way with freight tracks that have active freight operations, and the miles of existing freight tracks that will require relocation and reconstruction to accommodate the LPA. Figure 2-2 illustrates freight ownership and areas of relocation. Specifically, the LPA will require relocation of the freight tracks at the following locations:

- Wilmington Branch ROW at Slauson Avenue
- La Habra Branch ROW south of Slauson Avenue and east along Randolph Street from Holmes Avenue to the San Pedro Subdivision ROW
- San Pedro Subdivision ROW from Randolph Street to the PEROW
- PEROW from the San Pedro Subdivision ROW to Somerset Boulevard in the City of Paramount

Table 5-19. Freight Track Realignment

Rail ROW	Shared ROW with Freight (miles)	Freight Relocation (miles)
Wilmington Branch	0.3	0.1
La Habra Branch	2.3	2.3
San Pedro Subdivision	6.1	5.5
Metro-owned PEROW	1.2	0.8
Total	9.8	8.7

Source: Prepared by WSP on behalf of Metro in 2023

Notes: PEROW = Pacific Electric Right-of-Way; ROW = right-of-way

Although the LPA will operate adjacent to existing freight tracks, each will operate on its own exclusive track. The LPA will provide a minimum 20-foot clearance between the track centerlines of the closest LRT and freight track. Where feasible, design incorporates horizontal clearances up to 22 feet when the LRT tracks will be in a retained fill configuration. Additionally, a minimum vertical clearance of 24 feet is provided when freight passes under an LRT viaduct, and a minimum horizontal clearance of 10 feet is provided where columns are proposed. Pier protection is included at columns within 20 feet of LRT track. All bridge crossings along the LPA alignment will include separate LRT and freight bridges, and the minimum clearance is met at each crossing.

The LPA will not introduce new at-grade crossings where LRT will operate at-grade adjacent to freight tracks. Operation of the LPA will require the closure of at-grade crossings along the La Habra Subdivision. At these locations, a fence will be installed to prevent trespassing by pedestrians and bicyclists.

Freight operations, maintenance, and access for existing rail customers will be accommodated by the LPA. If existing customer access is not maintained, a full acquisition of the parcel is proposed. In coordination with the UPRR, the design of the LPA has been modified at several locations to accommodate future spur connections to customers. As outlined in Section 2.2.1 the locations of these modifications are primarily along the north side of the La Habra Subdivision, the west side of the San Pedro Subdivision, and the north side of the PEROW. Metro will continue coordination with UPRR and the Ports of Los Angeles and Long Beach as project design advances. Therefore, operation of the LPA will not result in adverse effects to rail freight.

5.5.3 Design Option: Close 186th Street

5.5.3.1 Vehicular Freight

Vehicular freight impacts of the LPA with the design option would be similar to that of the LPA without the design option. The LPA with the design option differs from the LPA without the design option in that the 187th Street at-grade train crossing would be open and the 186th Street at-grade train crossing would be closed. The two streets are not designated routes for vehicular freight.

5.5.3.2 Rail Freight

Rail freight activity ends just north of Somerset Boulevard and does not extend to 186th or 187th Street. Therefore, freight operations, maintenance, and access for customers would not be affected by the design option.

5.5.4 Maintenance and Storage Facility

5.5.4.1 Vehicular Freight

The MSF site is located south of Somerset Boulevard and west of Clark Avenue, each designated as truck routes. Section 5.1.4 summarizes the traffic impact assessment for the MSF, considering the street network, traffic in the affected City of Bellflower, and the facility's peak hour trip generation. As summarized in Table 5-7, because the projected peak hour vehicular trips generated by the MSF are substantially lower than LADOT's thresholds, the effect on traffic will not be adverse. Therefore, the MSF will not have an adverse effect on vehicular freight.

5.5.4.2 Rail Freight

The MSF site is located adjacent to the Metro-owned PEROW. Rail freight activity ends just north of Somerset Boulevard and does not extend to the MSF site. Therefore, freight operations, maintenance, and access for customers would not be affected by the MSF site.

5.5.5 U.S. Army Corps of Engineers Facilities

5.5.5.1 Vehicular Freight

Freight does not operate in areas under USACE jurisdiction. Therefore, the freight analysis is not applicable to the USACE channels.

5.5.5.2 Rail Freight

Existing rail freight along the LPA alignment crosses two USACE facilities: the Los Angeles River and Rio Hondo channels just west and east of I-710, respectively. Freight will operate on bridges separate from the LPA. Therefore, freight operations, maintenance, and access for customers will be accommodated by the LPA at the USACE facilities. Therefore, no impacts related to rail freight are anticipated at USACE facilities, and no resulting adverse effects will occur.

5.5.6 California Department of Transportation Facilities

5.5.6.1 Vehicular Freight

Sections 5.1.2 and 5.1.6 summarize the traffic impact assessment for the LPA and Caltrans facilities, respectively. The LPA will not cause permanent changes to the geometry of Caltrans facilities. All of the at-grade train crossings are at least 0.5 mile from the ramp terminal intersections at the freeway interchanges; therefore, deterioration of operations due to at-grade train crossings is not anticipated. Analysis of station-generated park-and-ride and kiss-and-ride traffic routing indicated that a negligible number of vehicles per peak hour will travel through these ramp terminal intersections. The LPA will not affect the designation of truck routes on California State Highways. Therefore, no impacts related to traffic operations are anticipated to Caltrans facilities, including those serving vehicular freight, and no resulting adverse effects will occur.

5.5.6.2 Rail Freight

UPPR rail freight uses the Century Boulevard underpass to cross over I-105. Implementation of the LPA will require demolition and replacement of the freight bridge approximately 10 feet west of the current bridge. Refer to Section 7.3.2.5 regarding effects to rail freight during construction. The LPA will be on a separate bridge from freight over I-105 and, therefore, operation, maintenance, and access will be unaffected during operation of the LPA. Rail freight will be unaffected at the I-710 crossing with implementation of the LPA. The new jacked box tunnel for the LRT will be located adjacent to the existing underpass, and the segment between the west end of the Los Angeles River bridge and the east end of the Rio Hondo bridge will be unaffected. There are no active freight tracks at the SR-91 and I-605 crossings. The LPA will accommodate access to and maintenance of rail freight. Therefore, no impacts related to rail freight are anticipated to Caltrans facilities, and no resulting adverse effects will occur.

6 CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION

To satisfy CEQA requirements, transportation impacts were analyzed in accordance with Appendix G of the CEQA Guidelines.

6.1 Threshold TRA-1: Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, and bicycle and pedestrian facilities?

6.1.1 No Project Alternative

Under the No Project Alternative, the LPA will not be introduced, and no changes are projected to occur to the existing conditions within the Affected Area for operation of transit, roadway, bicycle, and pedestrian facilities. Therefore, conflicts with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system are not projected to occur and impacts are projected to be less than significant.

6.1.1.1 Mitigation Measures

No mitigation required.

6.1.1.2 Impacts Remaining After Mitigation

No impacts.

6.1.2 Locally Preferred Alternative

Regionally, the LPA comprises 1 of 17 transit projects funded by two measures: Measure R, a one-half cent sales tax approved by LA County voters in November 2008; and Measure M, an extension of Measure R and an additional one-half cent sales tax approved by voters in November 2016. The LPA is identified in the 2009 LRTP. The LPA will provide expanded transit service via a new LRT line consistent with adopted policies, plans, and programs related to public transit.

Table 6-1 summarizes an evaluation of general plans or transportation/traffic study guidelines for 15 cities, plus Metro and LA County within the Study Area. As shown, the LPA will be consistent with plans, ordinances, and policies addressing the circulation system for transit, roadway, bicycle, and pedestrian facilities.

Table 6-1. LPA Consistency with Circulation System Policy, by Study Area Jurisdiction

No.	City/Agency	Circulation System				Source
		Transit	Roadway *	Bicycle	Pedestrian	
1	Los Angeles	yes	yes	yes	yes	Transportation Impact Study Guidelines (LADOT 2016)
2	Vernon	yes	yes	yes	yes	General Plan (City of Vernon 2013)
3	Huntington Park	yes	yes	yes	yes	General Plan (City of Huntington Park 1991)
4	Maywood	yes	yes	yes	yes	General Plan (City of Maywood no date)
5	Bell	yes	yes	yes	yes	General Plan (City of Bell 2018)
6	Cudahy	yes	yes	yes	yes	General Plan (City of Cudahy 2018)
7	South Gate	yes	yes	yes	yes	General Plan (City of South Gate 2009)
8	Bell Gardens	yes	yes	yes	yes	General Plan (City of Bell Gardens 2016)
9	Lynwood	yes	yes	yes	yes	General Plan (City of Lynwood 2003)
10	Downey	yes	yes	yes	yes	General Plan (City of Downey 2005)
11	Paramount	yes	yes	yes	yes	General Plan (City of Paramount 2007)
12	Bellflower	yes	yes	yes	yes	General Plan (City of Bellflower 1994)
13	Lakewood	yes	yes	yes	yes	General Plan (City of Lakewood 2009)
14	Artesia	yes	yes	yes	yes	General Plan (City of Artesia 2010)
15	Cerritos	yes	yes	yes	yes	General Plan (City of Cerritos 2004)
16	Metro Congestion Management Program	yes	yes	yes	yes	Congestion Management Program (Metro 2010)
17	LA County	yes	yes	yes	yes	Traffic Impact Analysis Report Guidelines (LA County 1997)

Source: Compiled by Jacobs in 2020

Notes: *LOS was not considered when determining environmental impacts.

LADOT = Los Angeles Department of Transportation

In select locations, the LPA will include physical changes to local streets. Modifications will vary throughout the corridor and include new or closed train at-grade crossings, modified access near grade separations, new driveways to provide access to parking and stations, realignment of existing bike crossings, modification of existing pedestrian crossings, elimination of left-turn movements, and realignment of local streets. These modifications have been designed in consideration of operations, circulation, and safety for drivers, bicyclists, and pedestrians. The location and nature of the modifications are consistent with the programs, plans, ordinances, and policies of the affected jurisdictions, as summarized in Table 6-1. Additionally, implementation of the LPA will not preclude construction of a roadway project identified in approved plans. The new facilities implemented as part of the LPA (e.g., tracks, stations, and supporting infrastructure) will be designed consistent with

Metro Rail Design Criteria and with the local city General Plan Circulation Elements (e.g., City of Bellflower Circulation Element, Section 6.3 – Goal 3: Provide residents and business occupants in the City of Bellflower with a convenient and viable public transportation system).

Operation of the LPA will improve transit service and accessibility because a new transit line will be implemented. Because the LPA will operate in an exclusive right-of-way, travel times with the LRT will be shorter than existing transit service in the corridor. Reliability will also improve. As of 2016, existing transit services in the Study Area include Metro Rail (six lines), Metrolink (three lines), Metro Rapid (six routes), Metro Express (two routes), shuttle bus (two routes), local bus (nine routes), municipal operators (seven routes), and local operators. New service on the LPA will result in shifts in transit riders away from some services but could also increase ridership on feeder routes and on transit service in general.

At the locations where at-grade crossings will be closed, the sidewalks will also be removed as they will no longer be required. However, the closures will not interfere with pedestrian and bicycle access because pedestrians and bicyclists will be able to access open at-grade crossings using the next cross street with crosswalks within one to two blocks. Where the LPA will encroach on existing bike facilities or sidewalks, such as the Paramount Bike Trail and Bellflower Bike Trail, Mitigation Measure LU-1 (Consistency with Bike Plans), described in the Final Land Use Impact Analysis Report (Metro 2024b), will require realignment of these segments so the overall function will be maintained and operational and there will not be permanent significant impacts. The LPA could also preempt the future development and implementation of several proposed bicycle paths, including the Class I bicycle path along Salt Lake Avenue (Cities of Huntington Park, Bell, and Cudahy) and Class I bicycle path north of Rayo Avenue and south of the Los Angeles River (City of South Gate). However, while planned, the bike facilities are unfunded and not scheduled for implementation. As further discussed in the Final Land Use Impact Analysis Report (Metro 2024b), sufficient space will be available to develop a Class II or Class III bicycle path along the street, which will maintain the connectivity identified in the bicycle master plans. However, the reclassification of the bike paths is considered a conflict with the current bike plans and a significant impact will occur.

Section 5.2.3.1 of the Final Safety and Security Impact Analysis Report (Metro 2024c) addresses pedestrian and bicycle safety at individual station locations near the guideway and at-grade crossings. Potential conflicts have been identified, and measures to address safety will be implemented as part of the LPA. The net effect is that the bicycle system with the LPA will generally be the same as with the No Project Alternative. Additional sidewalks and bicycle facilities will provide a beneficial effect, both for active transportation users accessing the stations and the broader community.

The LPA design will also comply with ADA requirements. The LPA will improve active transportation facilities by replacing and potentially upgrading existing facilities (e.g., crosswalks, sidewalks) removed during construction, thereby maintaining continuity and performance. Under Mitigation Measure LU-1 (Consistency with Bike Plans), described in the Final Land Use Impact Analysis Report (Metro 2024b), Metro will continue to coordinate with jurisdictions and local agencies to minimize potential impacts to the future implementation of the planned bike trails identified in their bike master plans. As part of this effort, Metro, as appropriate, will support preparation of amended language for each affected bicycle plan demonstrating that planned bicycle facilities could still achieve an individual

city's mobility and connectivity goals. However, because the process to amend bike plans is a local process, including public participation, the ultimate outcome and resolution of plan elements cannot be predicted. As such, despite Metro's best efforts and coordination and with the implementation of mitigation, the LPA may still conflict with bike master plans. Therefore, even with implementation of mitigation, the LPA will result in a significant and unavoidable impact.

6.1.2.1 Mitigation Measures

Mitigation Measure LU-1 (Consistency with Bike Plans).

6.1.2.2 Impacts Remaining After Mitigation

Significant and unavoidable for active transportation.

6.1.3 Design Option: Close 186th Street

The impact analysis described in Section 6.1.2 applies to the LPA with the design option. The design option would close 186th Street and introduce an at-grade crossing at 187th Street. The location and nature of the physical changes to local streets are consistent with the programs, plans, ordinances, and policies of the affected jurisdictions. The LPA with the design option would have similar proposed improvements to the public transit system as the LPA without the design option. Therefore, less than significant impacts would occur for traffic and transit. The LPA with the design option would have similar potential impacts to the future implementation of the planned bike trails identified in bike master plans as the LPA without the design option.

6.1.3.1 Mitigation Measures

Mitigation Measure LU-1 (Consistency with Bike Plans).

6.1.3.2 Impacts Remaining After Mitigation

Significant and unavoidable for active transportation.

6.1.4 Maintenance and Storage Facility

The Bellflower Bike Trail segment from Lakewood Boulevard south to Clark Avenue is located within the PEROW and south of the MSF site. This segment of the PEROW may not have sufficient room to accommodate the MSF site lead tracks and LRT tracks, as well as operate the Bellflower Bike Trail safely. Realignment of this segment of the Bellflower Bike Trail will be required to maintain connectivity with the Paramount Bike Trail west of Lakewood Boulevard and the other segments of the Bellflower Bike Trail, although realignment will not be required near the MSF site. The realignment of the segment of the Bellflower Bike Trail located within the PEROW may preempt future development and implementation of the Bellflower Bike Trail to the west of the MSF site. Implementation of Mitigation Measure LU-1 (Consistency with Bike Plans) will be effective to demonstrate that modifications to the bicycle facilities will maintain continuity with other segments of the Paramount Bike Trail and Bellflower Bike Trail. The MSF site will not result in inconsistencies with the *Bellflower-Paramount Active Transportation Plan*. Therefore, less than significant impacts will occur with mitigation.

6.1.4.1 Mitigation Measures

Mitigation Measure LU-1 (Consistency with Bike Plans).

6.1.4.2 Impacts Remaining After Mitigation

Less than significant impact.

6.2 Threshold TRA-2: Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Section 15064.3(b) addresses both land use and transportation projects, and broadly describes the methodology (including the potential for qualitative analysis used to assess VMT). The overall guidance for transportation projects is that they will have a less than significant project impact if they reduce VMT. Agencies are given “broad discretion” to select the methodology for analysis, or even apply a qualitative approach. The assessment for this CEQA requirement is focused on the projected change in VMT with the LPA.

6.2.1 No Project Alternative

Under the No Project Alternative, the LPA will not be introduced, and no changes are projected to occur to the existing conditions within the Affected Area. Therefore, the change in VMT associated with implementation of the Project is not projected to occur, and no significant impacts are projected.

6.2.1.1 Mitigation Measures

No mitigation measures are required.

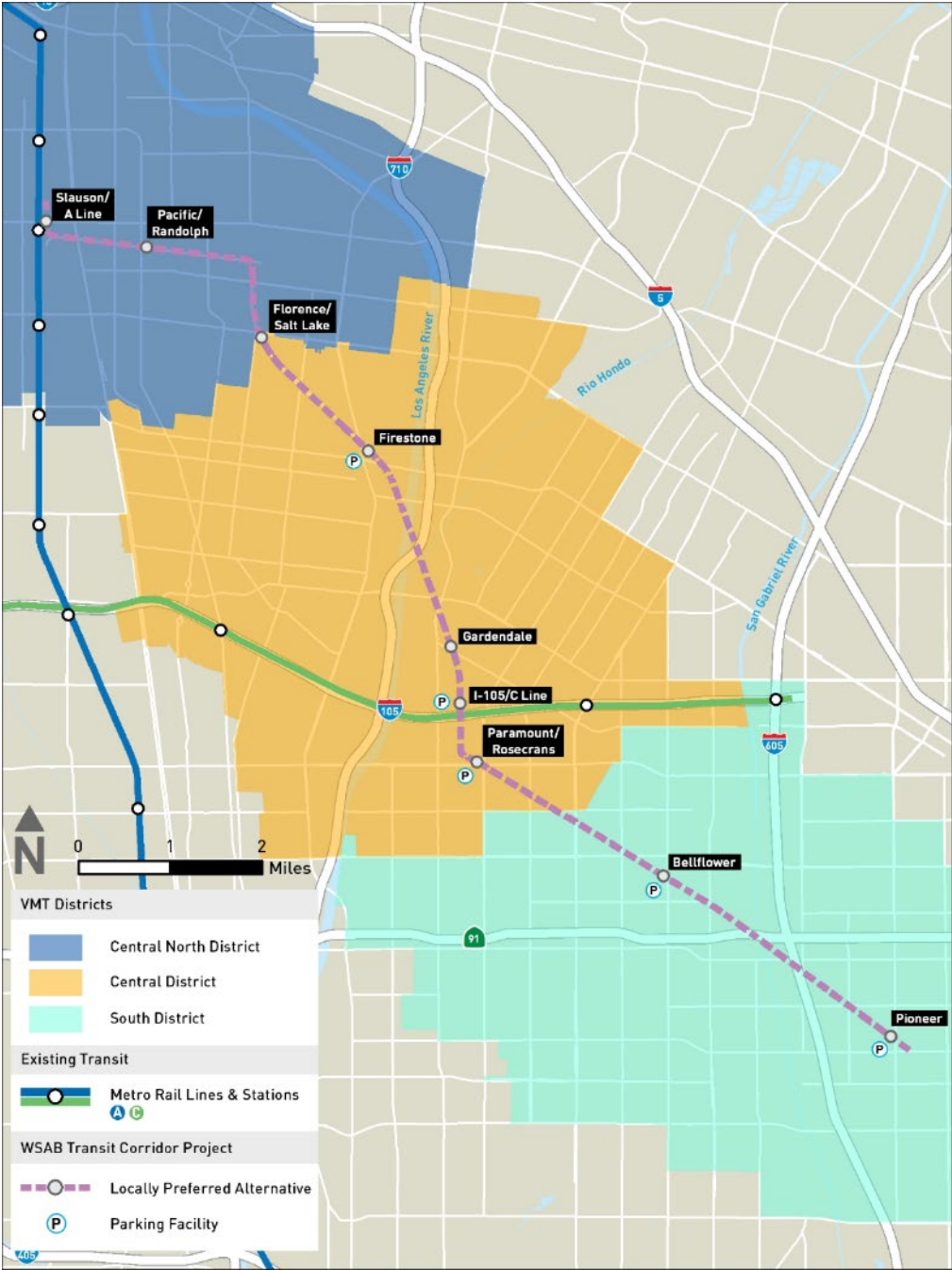
6.2.1.2 Impacts Remaining After Mitigation

No impacts.

6.2.2 Locally Preferred Alternative

Using the Metro Travel Demand Model, VMT was assessed for the LPA (Figure 6-1). The six-county SCAG region was used as the basis for the geographic evaluation of VMT. Table 6-2 is a summary of the VMT measure for the LPA versus the existing conditions. The VMT for the LPA region (Figure 6-1) is 463.1 million VMT per day. Under existing conditions, the LPA results in a reduction in VMT of 0.02 percent.

Figure 6-1. Study Area VMT Map



Source: Prepared by Jacobs in 2023

Table 6-2. Existing Compared to the LPA Daily Vehicle Miles Traveled

Alternative	Daily Regional VMT	Reduction (over the Existing) in VMT (Miles)	Reduction
Existing	463,245,800	-	-
LPA	463,174,000	71,800	-0.02%

Source: Metro 2021

Note: LPA = Locally Preferred Alternative; VMT = vehicle miles traveled

Table 6-3 is a summary of the daily regional VMT for the LPA compared to the No Build Alternative in 2042, which shows a 0.02 percent decrease in VMT for the LPA compared to the No Build Alternative.

Table 6-3. 2042 No Build Compared to the LPA Daily Vehicle Miles Traveled

Alternative	Daily Regional VMT	Reduction (over the No Build) in VMT (Miles)	Reduction
No Build	606,329,900	-	-
LPA	606,199,000	130,900	-0.02%

Source: Metro 2021

Note: LPA = Locally Preferred Alternative; VMT = vehicle miles traveled

In conclusion, the LPA will have a less than significant impact because implementation of the LPA will result in a decrease in VMT under both the existing and future year scenarios. This conclusion is reinforced by guidance published by OPR in December 2018. CEQA Guidelines Section 15064.3(b)(2) provides that “[t]ransportation projects that reduce, or have no impact on [VMT] should be presumed to cause a less than significant transportation impact.” Similarly, the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR 2018) notes that “Transit and active transportation projects generally reduce VMT and therefore are presumed to cause a less than significant impact on transportation.”

6.2.2.1 Mitigation Measures

No mitigation measures are required.

6.2.2.2 Impacts Remaining After Mitigation

Less than significant impacts.

6.2.3 Design Option: Close 186th Street

The impact analysis described in Section 6.2.2 also applies to the LPA with the design option. The design option would close 186th Street and introduce an at-grade crossing at 187th Street. Compared to the LPA without the design option, the LPA with the design option would not change VMT. Therefore, the less than significant impact determination described in Section 6.2.2 would also apply to the LPA with the design option.

6.2.3.1 Mitigation Measures

No mitigation measures are required.

6.2.3.2 Impacts Remaining After Mitigation

Less than significant impacts.

6.2.4 Maintenance and Storage Facility

The MSF will generate 23 and 26 vehicular trips from workers during the AM and PM peak hours, respectively, which will increase VMT locally. However, the MSF site is a component of the LPA, which will result in a decrease in regional daily VMT by 130,900 miles. Because the implementation of the LPA and the MSF will result in an overall reduction in regional VMT, there will be a less than significant impact, and mitigation will not be required.

6.2.4.1 Mitigation Measures

No mitigation measures are required.

6.2.4.2 Impacts Remaining After Mitigation

Less than significant impacts.

6.3 Threshold TRA-3: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

6.3.1 No Project Alternative

Under the No Project Alternative, the LPA will not be introduced and no changes are projected to occur in the existing conditions within the Affected Area. Therefore, there is no projected change in hazards.

6.3.1.1 Mitigation Measures

No mitigation measures are required.

6.3.1.2 Impacts Remaining After Mitigation

No impacts.

6.3.2 Locally Preferred Alternative

As described in Section 6.3.2 of the Final Safety and Security Impact Analysis Report (Metro 2024c), the primary new safety hazard for pedestrians, bicyclists, and vehicular traffic will be the locations where the LPA will cross streets at-grade. This impact will be addressed through features of the LRV, such as audible warning devices to alert pedestrians, bicyclists, and vehicular traffic that an LRV is approaching. Additionally, design of the at-grade crossings will comply with federal and state regulations.

The LPA will operate adjacent to existing freight service along portions of the alignment that operate in shared right-of-way. There could be a potential for derailment, which could present a safety concern.

Additionally, operational changes could result in the lengths of vehicle queues from nearby intersections extending back to train crossings. The result could be vehicles stopped on the tracks, unless other measures are taken, such as placing signs to indicate that stopping on the tracks is not permitted. To minimize the potential for vehicles queuing onto at-grade crossings, Project Measure TR PM-1 will be implemented (refer to Section 8.1.1).

Additionally, design of the crossings will incorporate safety measures, such as crossing gates, and comply with regulatory requirements, including those established by the California Public Utilities Commission. Design will also be consistent with Metro Rail Design Criteria, and the at-grade crossings will be operated in accordance with Metro system safety plans, policies, and procedures. These strategies will reduce the potential for hazards between other users and the new LRT service to a less than significant level.

6.3.2.1 Mitigation Measures

No mitigation measures related to motorist, pedestrian, and bicycle safety are required. Mitigation Measure SAF-1 (Encroachment Detection), as described in Section 6.3.2 of the Final Safety and Security Impact Analysis Report, will be implemented to reduce safety and security impacts associated with operation of freight and LRT in shared ROW and reported incidents of criminal activity to reduce operation-related impacts to less than significant for the LPA.

6.3.2.2 Impacts Remaining After Mitigation

Less than significant.

6.3.3 Design Option: Close 186th Street

The impact analysis and mitigation measure described in Section 6.3.2 also applies to the LPA with the design option. The strategies would reduce the potential for hazards between other users and the new LRT service to a less than significant level after mitigation.

6.3.3.1 Mitigation Measures

Mitigation Measure SAF-1 (Encroachment Detection)

6.3.3.2 Impacts Remaining After Mitigation

Less than significant impacts.

6.3.4 Maintenance and Storage Facility

The MSF site will not introduce design elements that could increase hazards (e.g., new at-grade crossings, pedestrian crossings with safety issues). The MSF will be located on a site with fencing, preventing public access. Additionally, the entrance to the MSF has been designed as a signalized intersection and will include a dedicated right-turn lane into the facility. Therefore, the MSF site will not introduce design features that could result in hazards, and the MSF site will have less than significant impacts.

6.3.4.1 Mitigation Measures

No mitigation measures are required.

6.3.4.2 Impacts Remaining After Mitigation

Less than significant impacts.

6.4 Threshold TRA-4: Result in inadequate emergency access?**6.4.1 No Project Alternative**

Under the No Project Alternative, the LPA will not be introduced and no changes are projected to the existing conditions within the Affected Area. Therefore, no changes that result in inadequate emergency access and no impacts are projected to occur.

6.4.1.1 Mitigation Measures

No mitigation measures are required.

6.4.1.2 Impacts Remaining after Mitigation

No impacts.

6.4.2 Locally Preferred Alternative

As described in Section 6.1.2 of the Final Safety and Security Impact Analysis Report (Metro 2024c), impacts will be less than significant because the LPA will not interfere with adopted emergency response or evacuation plans, emergency service providers, or otherwise increase the demand for emergency response services. The LPA will not remove access routes used by existing emergency service providers. Delays in emergency response services or evacuation plans due to at-grade crossing gate down times will also be less than significant because these plans will not typically involve crossing active rail corridors.

Section 5.2.5 of the Safety and Security Impact Analysis Report (Metro 2024c) describes the Emergency Preparedness Plan that will be integrated with local jurisdictional emergency response plans. The Emergency Preparedness Plan will reduce impacts on emergency access by establishing the roles and responsibilities that will be carried out by emergency response agencies in the event of a fire, medical, or security emergency. Through this process and coordination with local jurisdictions, operation of the LPA will avoid interference with emergency response plans, minimize scenarios where the emergency response services providers are overtaxed, and reduce the potential for significant delayed response times.

6.4.2.1 Mitigation Measures

No mitigation measures are required.

6.4.2.2 Impacts Remaining after Mitigation

Less than significant impacts.

6.4.3 Design Option: Close 186th Street

The impact analysis described in Section 6.4.2 would also apply to the LPA with the design option because of their similar project elements and impact minimization strategies. The LPA with the design option would not be expected to interfere with emergency response plans or increase the demand for emergency response services. Therefore, the LPA with the design option would result in less than significant impacts.

6.4.3.1 Mitigation Measures

No mitigation measures are required.

6.4.3.2 Impacts Remaining After Mitigation

Less than significant impacts.

6.4.4 Maintenance and Storage Facility

No additional grade crossings will be used to access the MSF, and the MSF will not remove access routes used by existing emergency service providers. Therefore, the MSF site will not interfere with local jurisdictions' emergency response plans or overtax existing emergency service providers and mitigation will not be required.

6.4.4.1 Mitigation Measures

No mitigation measures are required.

6.4.4.2 Impacts Remaining After Mitigation

Less than significant impacts.

7 CONSTRUCTION IMPACTS

7.1 Construction Activities

Construction of the LPA will include at-grade track and station construction through and adjacent to local streets with live traffic, overhead/aerial track and station construction, and construction of supporting facilities, such as park-and-ride facilities. These construction activities will require sidewalk, street, and/or lane closures and turning movement restrictions. Anticipated locations of closures and associated closure durations are shown in Table 7-1. These locations and durations may change once the contractor is selected and as construction sequencing and methods are further refined during final design. Permanent closures as a result of the project are identified in Table 5.3; these permanent closures will begin during the construction period. The analysis conservatively assumes longer durations of closures and more peak hour, weekday, and full street closures than are likely to be required. Construction activities are detailed in the *West Santa Ana Branch Transit Corridor Project Construction Methods Report* (Metro 2024a).

Construction of the LPA will result in effects to traffic, transit service, active transportation facilities, parking, and freight activity at select locations. Construction-related impacts are analyzed for each element of the transportation network in Section 7.3.2. Construction of the LPA will primarily occur within existing freight ROW after freight tracks have been relocated to the final configuration. Construction of grade crossings will be the primary conflict with transportation facilities. Both aerial grade crossings and at-grade crossings will require temporary closures of traffic lanes and pedestrian/bike facilities at the crossing location.

Closures required for construction will generally be limited to nighttime, weekend, and/or off-peak travel hours, including overnight hours, to minimize the disruption to the traveling public. However, a number of factors are considered when determining construction activities, which could require construction closures during the daytime or for multiple consecutive days. For example, noise restrictions during nighttime hours may require some construction activities to be performed during the daytime, especially when near sensitive land uses. Detours for vehicular, transit or nonmotorized traffic will be provided as needed. The local community will be informed of road closures and detours.

Construction staging areas⁶ have been identified for the contractor to store construction equipment and machinery during the construction period. Haul routes associated with construction staging areas have also been identified. Table 7-2 is a summary of the potential staging and laydown area options. The locations of staging/laydown areas and haul routes are based on the information known at this time. These locations may change once the contractor is selected and as construction sequencing and methods are further refined during final design.

⁶ “Construction staging areas” is used interchangeably with “laydown areas.”

Table 7-1. Anticipated Construction-related Closures

No.	Closure Element	LPA Element/Area	Closure Type	Street	Cross Street	Approximate Closure Duration (months)	Affected Transit Routes	Closure Details ³
1	Road	Long Beach Ave Viaduct	Temporary	Long Beach Ave; Northbound Lanes	55th Street to Slauson Blvd	24-48	Metro A (Blue) Line	Northbound road temporarily closed; intersections closed (typically intermittently). Up to 18' width of road to be permanently closed at viaduct columns.
2	Road	Slauson/A Line Station	Temporary	Randolph Street, Northbound Lane	Slauson Blvd	24-48	Metro A (Blue) Line	Northbound road temporarily closed; intersections closed (typically intermittently).
3	Road	Grade Separation	Temporary	Holmes Ave	Randolph Street	12-24	DASH Pueblo Del Rio	Lane width reduction to accommodate construction of modified median and grade separation; full road closures (typically intermittently).
4	Sidewalk	Grade Crossing	Temporary	Randolph St	Alameda St, Albany St, Santa Fe Ave, Rugby Ave, Pacific Blvd, Seville Ave, Miles Ave, State St	1-3	-	Close sidewalks during reconstruction and integration of new grade crossing equipment.
5	Road	Grade Crossing	Temporary	Randolph St	Holmes Ave, Alameda St, Albany St, Santa Fe Ave, Rugby Ave, Pacific Blvd, Seville Ave, Miles Ave	1-3	Metro 60, 251; HP Express	Temporary lane closures and shifts for adjacent streets during grade crossing construction; full closures (typically intermittently)

No.	Closure Element	LPA Element/Area	Closure Type	Street	Cross Street	Approximate Closure Duration (months)	Affected Transit Routes	Closure Details ³
6	Road	Grade Crossing	Temporary	Randolph St	State St	3-6	-	Temporary lane closures and shifts for adjacent streets during grade crossing construction; full closures (typically intermittently)
7	Road	Grade Crossing	Temporary	Gage Ave	Salt Lake Ave	1-3	Metro 110; HP Express	Temporary lane closures and shifts for adjacent streets during grade crossing construction; full closures (typically intermittently)
8	Road	Grade Crossing	Temporary	Otis Ave	Salt Lake Ave	1-3	-	Temporary lane closures and shifts for adjacent streets during grade crossing construction; full closures (typically intermittently)
9	Sidewalk	Grade Crossing	Temporary	Gage Ave	Salt Lake Ave	1-3	-	Close sidewalks during reconstruction and integration of new grade crossing equipment.
10	Sidewalk	Grade Crossing	Temporary	Otis Ave	Salt Lake Ave	1-3	-	Close sidewalks during reconstruction and integration of new grade crossing equipment.
11	Road	Grade Crossing	Temporary	Bell Ave	Salt Lake Ave	1-3	-	Temporary lane closures and shifts for adjacent streets during grade crossing construction; full closures (typically intermittently)
12	Sidewalk	Grade Crossing	Temporary	Bell Ave	Salt Lake Ave	1-3	-	Close sidewalks during reconstruction and integration of new grade crossing equipment.
13	Road	Transportation Mitigation	Temporary	Bell Ave	-	1-3	-	Temporary lane closures and relocations during construction; intermittent nighttime closures.

No.	Closure Element	LPA Element/Area	Closure Type	Street	Cross Street	Approximate Closure Duration (months)	Affected Transit Routes	Closure Details ³
14	Sidewalk	Transportation Mitigation	Temporary	Bell Ave	-	1-3	-	Close sidewalks during reconstruction.
15	Road	Grade Crossing	Temporary	Florence Ave	Salt Lake Ave	1-3	Metro 111	Temporary lane closures and shifts for adjacent streets during grade crossing construction; full closures (typically intermittently)
16	Sidewalk	Grade Crossing	Temporary	Florence Ave	Salt Lake Ave	1-3	-	Close sidewalks during reconstruction and integration of new grade crossing equipment.
17	Sidewalk	Grade Crossing	Temporary	Santa Ana St	Salt Lake Ave	1-3	-	Close sidewalks during reconstruction and integration of new grade crossing equipment.
18	Road	Grade Crossing	Temporary	Santa Ana St	Salt Lake Ave	1-3	Metro 611	Temporary lane closures and shifts for adjacent streets during grade crossing construction; full closures (typically intermittently)
19	Sidewalk	Grade Crossing	Temporary	Ardine St	Salt Lake Ave	1-3	-	Close sidewalks during reconstruction and integration of new grade crossing equipment.
20	Road	Grade Crossing	Temporary	Ardine St	Salt Lake Ave	1-3	-	Temporary lane closures and shifts for adjacent streets during grade crossing construction; full closures (typically intermittently)
21	Road	Grade Separation	Temporary	Atlantic Ave and Firestone Blvd	-	12-24	Metro 115, 260; SG East	Lane width reduction to accommodate construction of modified median and grade separation column; full closures (typically intermittently)

No.	Closure Element	LPA Element/Area	Closure Type	Street	Cross Street	Approximate Closure Duration (months)	Affected Transit Routes	Closure Details ³
22	Sidewalk	Grade Crossing	Temporary	Southern Ave, Rayo Ave	-	1-3	-	Close sidewalks during reconstruction and integration of new grade crossing equipment.
23	Road, Bicycle	Grade Crossing	Temporary	Southern Ave, Rayo Ave	-	1-3	-	Lane width reduction to accommodate construction of modified median and grade separation column; full closures (typically intermittently)
24	Road	I-710 Undercrossing	Temporary	I-710	-	6-12	-	Full lane closures (typically intermittently).
25	Road	Grade Separation	Temporary	Imperial Blvd and Garfield Ave	-	12-24	Metro 117, 120, 258; SG East	Lane width reduction to accommodate construction of modified median and grade separation column; full closures (typically intermittently).
26	Sidewalk	Grade Separation	Temporary	Imperial Blvd and Garfield Ave	-	12-24	-	Close sidewalks during reconstruction.
27	Road	Grade Crossing	Temporary	Main St	-	1-3	SG East	Temporary lane closures and shifts for adjacent streets during grade crossing construction; full closures (typically intermittently).
28	Sidewalk	Grade Crossing	Temporary	Century Blvd	-	1-3	-	Close sidewalks during reconstruction and integration of new grade crossing equipment.

No.	Closure Element	LPA Element/Area	Closure Type	Street	Cross Street	Approximate Closure Duration (months)	Affected Transit Routes	Closure Details ³
29	Road	Grade Crossing	Temporary	Century Blvd	-	1-3	SG East	Temporary lane closures and relocations during grade crossing and median construction; full closures (typically intermittently)
30	Road	Grade Crossing	Temporary	Gardendale St	-	1-3	-	Lane width reduction to accommodate construction of modified median and grade separation column; full closures (typically intermittently)
31	Sidewalk	Grade Crossing	Temporary	Gardendale St	-	1-3	-	Close sidewalks during reconstruction and integration of new grade crossing equipment.
32	Road	Grade Separation	Temporary	N. Somerset Ranch Rd	-	12-24	-	Full closures (typically intermittently).
33	Road	Grade Separation	Temporary	I-105	-	12-24	Metro C (Green) Line	Full closures (typically intermittently); potential lane width reduction.
34	Road	Grade Separation	Temporary	S. Somerset Ranch Rd	-	12-24	-	Full closures (typically intermittently).
35	Road	Grade Separation	Temporary	Paramount Blvd	-	12-24	Metro 265, LBT 23 and 71	Lane width reduction to accommodate construction of modified median and grade separation column; full closures (typically intermittently)
36	Sidewalk	Grade Separation	Temporary	Paramount Blvd	-	12-24	-	Close sidewalks during reconstruction.

No.	Closure Element	LPA Element/Area	Closure Type	Street	Cross Street	Approximate Closure Duration (months)	Affected Transit Routes	Closure Details ³
37	Road	Grade Separation	Temporary	Rosecrans Ave	-	12-24	Metro 125, LBT 23 and 71	Lane width reduction to accommodate construction of modified median and grade separation column; full closures (typically intermittently)
38	Sidewalk	Grade Separation	Temporary	Rosecrans Ave	-	12-24	-	Close sidewalks during reconstruction.
39	Road	Grade Separation	Temporary	Downey Ave	-	12-24	LBT 22	Lane width reduction to accommodate construction of modified median and grade separation column; full closures (typically intermittently)
40	Sidewalk	Grade Separation	Temporary	Downey Ave	-	12-24	-	Close sidewalks during reconstruction.
41	Sidewalk	Grade Crossing	Temporary	Somerset Blvd	-	1-3	-	Close sidewalks during reconstruction and integration of new grade crossing equipment.
42	Road	Grade Crossing	Temporary	Somerset Blvd	-	1-3	Metro 127	Temporary lane closures and relocations during grade crossing and median construction; full closures (typically intermittently)
43	Road	Transportation Mitigation	Temporary	Somerset Blvd	-	1-3	Metro 127	Temporary lane closures and relocations during lane and signal addition; Temporary lane closures and relocations during grade crossing and median construction; full closures (typically intermittently)

No.	Closure Element	LPA Element/Area	Closure Type	Street	Cross Street	Approximate Closure Duration (months)	Affected Transit Routes	Closure Details ³
44	Road	Grade Separation	Temporary	Woodruff Ave and Flower St	-	12-24	NTS 1; LBT 92, BB South, North	Temporary lane closures and relocations during grade crossing and median construction; full closures (typically intermittently).
45	Sidewalk	Grade Separation	Temporary	Woodruff Ave and Flower St	-	12-24	-	Close sidewalks during reconstruction.
46	Sidewalk	Grade Crossing	Temporary	Lakewood Blvd	-	1-3	-	Close sidewalks during reconstruction and integration of new grade crossing equipment.
47	Road, Bicycle	Grade Crossing	Temporary	Lakewood Blvd	-	1-3	Metro 266	Temporary lane closures and relocations during grade crossing and median construction; full closures (typically intermittently)
48	Sidewalk	Grade Crossing	Temporary	Clark Ave	-	1-3	-	Close sidewalks during reconstruction and integration of new grade crossing equipment.
49	Road	Grade Crossing	Temporary	Clark Ave	-	1-3	Metro 127, NTS 1	Temporary lane closures and relocations during grade crossing and median construction; full closures (typically intermittently).
50	Sidewalk	Transportation Mitigation	Temporary	Clark Ave	Los Angeles St	1-3	-	Close sidewalks during reconstruction.
51	Road	Transportation Mitigation	Temporary	Clark Ave	Los Angeles St	1-3	NTS 1	Temporary lane closures and relocations during turn lane and signal addition; full closures (typically intermittently).

No.	Closure Element	LPA Element/Area	Closure Type	Street	Cross Street	Approximate Closure Duration (months)	Affected Transit Routes	Closure Details ³
52	Sidewalk	Grade Crossing	Temporary	Alondra Blvd	-	1-3	-	Close sidewalks during reconstruction and integration of new grade crossing equipment.
53	Road	Grade Crossing	Temporary	Alondra Blvd	-	1-3	Metro 127, 128	Temporary lane closures and relocations during grade crossing and median construction; potential full closures during construction of trackwork at the grade crossing.
54	Sidewalk	Grade Crossing	Temporary	Bellflower Blvd	-	1-3	-	Close sidewalks during reconstruction and integration of new grade crossing equipment.
55	Road	Grade Crossing	Temporary	Bellflower Blvd	-	1-3	LBT 91, 93; BB South, North	Temporary lane closures and relocations during grade crossing and median construction; full closures (typically intermittently)
56	Sidewalk	Grade Crossing	Temporary	Artesia Blvd	-	1-3	-	Close sidewalks during reconstruction and integration of new grade crossing equipment.
57	Road	Grade Crossing	Temporary	Artesia Blvd	-	1-3	Metro 130; COW 1, 2	Temporary lane closures and relocations during grade crossing and median construction; full closures (typically intermittently).
58	Road	Private Driveway	Temporary	Extra Space Storage	San Gabriel River and Artesia Blvd	-	-	Temporary lane closures and relocations during grade crossing and median construction; full closures (typically intermittently).

No.	Closure Element	LPA Element/Area	Closure Type	Street	Cross Street	Approximate Closure Duration (months)	Affected Transit Routes	Closure Details ³
59	Sidewalk	Grade Crossing	Temporary	Studebaker Rd	-	1-3	-	Close sidewalks during reconstruction and integration of new grade crossing equipment.
60	Road	Grade Crossing	Temporary	Studebaker Rd	-	1-3	Metro 130; COW 1, 2; LBT 172, 173; NTS 2	Temporary lane closures and relocations during grade crossing and median construction; full closures (typically intermittently).
61	Road	Grade Separation	Temporary	Gridley Rd and 183rd St	-	12-24	Metro 62 and 577; COW 1, 2; LBT 172, 173 and 192; NTS 2; OCTA 30	Temporary lane closures and relocations during grade crossing and median construction; full closures (typically intermittently).
62	Sidewalk	Grade Separation	Temporary	Gridley Rd and 183rd St	-	12-24	-	Close sidewalks during reconstruction.
63	Sidewalk	Grade Crossing	Temporary	Pioneer Blvd	-	1-3	-	Close sidewalks during reconstruction and integration of new grade crossing equipment.
64	Road	Grade Crossing	Temporary	Pioneer Blvd	-	1-3	-	Temporary lane closures and relocations during grade crossing and median construction; full closures (typically intermittently).

No.	Closure Element	LPA Element/Area	Closure Type	Street	Cross Street	Approximate Closure Duration (months)	Affected Transit Routes	Closure Details ³
65	Road	Grade Crossing	Temporary ¹	186th St	-	1-3	-	Temporary lane closures and relocations during grade crossing construction full closures (typically intermittently).
66	Sidewalk	Grade Crossing	Temporary ¹	186th St	-	1-3	-	Close sidewalks during reconstruction and integration of new grade crossing equipment.
67	Road	Grade Crossing	Temporary ²	187th St	-	1-3	-	Temporary lane closures and relocations during grade crossing and median construction; full closures (typically intermittently).
68	Sidewalk	Grade Crossing	Temporary ²	187th St	-	1-3	-	Close sidewalks during reconstruction and integration of new grade crossing equipment.

Source: Metro 2023

Notes: BB = Bellflower Bus; COW = Cerritos on Wheels; DASH = Downtown Area Short Hop; HP = Huntington Park COMBI; LBT = Long Beach Transit; NTS = Norwalk Transit System;

OCTA = Orange County Transportation Authority; SG GATE = South Gate Get Around Town Express

¹ Baseline condition. Closure of crossing will be permanent under the design option.

² Design option condition. Closure of crossing will be permanent under the baseline condition.

³ Intermittent = Full closure of vehicular travel lanes, which will occur during nighttime, off-peak periods, and/or over weekends.

Table 7-2. Construction Staging Areas and Haul Routes

No.	Location	Location Description	Private/Public Ownership	Project Component	Haul Route
25	Northeast Corner, Long Beach Ave and Slauson Ave	Industrial	Public/Private	Long Beach Blvd Viaduct/Slauson A Line Station	I-10, Alameda St, Slauson Ave
26	Along Long Beach Ave north of Slauson Ave	Industrial	Public	Long Beach Blvd Viaduct/Slauson A Line Station	I-10, Alameda St, Slauson Ave
41	Southwest Corner, Slauson Ave and Randolph St	Industrial	Private (UPRR ROW)	Long Beach Blvd Viaduct/Slauson A Line Station	I-110, I-710, Alameda St, Atlantic Blvd, Florence Ave, Slauson Ave
42	Southwest Corner, Randolph St and Rugby Ave	Commercial	Private (Permanent/Full Acquisition for Grade Crossing)	Randolph St Grade Crossings	I-10, Alameda St, Slauson Ave
43	East of State Street and Randolph Street	Railroad ROW	Private (UPRR ROW)	State St Grade Crossing	I-710, Atlantic Blvd, Florence Ave, Randolph St
44	Existing Railroad ROW at Bissell St and Randolph St	Railroad ROW	Private (UPRR ROW)	Randolph Grade Separation	I-710, Atlantic Blvd, Florence Ave, Randolph St
45	Northwest of Cecilia St and Salt Lake Ave	Commercial	Private (Permanent/Full Acquisition for TPSS)	Spur track connections	I-710, Atlantic Boulevard, Firestone Blvd
46	Southeast of Firestone Blvd between Patata St and Mason St along Railroad ROW	Warehousing/Logistics	Private (Permanent/Full Acquisition for Project Parking Facility)	Firestone Station and Grade Separation	I-710, Atlantic Boulevard, Firestone Blvd
47	East of Atlantic Ave and Azalea West	Vacant	Private	Parking Facility Access	I-710, Atlantic Boulevard, Firestone Blvd

No.	Location	Location Description	Private/Public Ownership	Project Component	Haul Route
47A	Northeast Corner, Southern Ave and Rail ROW	Cold Storage	Private	Track Construction	I-710, Firestone Blvd, Rayo Ave, Salt Lake Ave, Southern Ave
48	East of Salt Lake Ave between Duncan Way and Wood Ave	Vacant	Public and Private	Los Angeles River Bridge	I-710, Firestone Blvd, Miller Way, Rayo Ave, Salt Lake Ave, Southern Ave
49	West of Salt Lake Ave at end of Wood Ave	Vacant	Private	Los Angeles River Bridge	I-710, Firestone Blvd, Miller Way, Rayo Ave, Salt Lake Ave, Southern Ave
50	South of Miller Way, adjacent to I-710	Light Industrial Storage	Public and Private	I-710 Undercrossing and Rio Hondo Channel Bridge	I-710, Firestone Blvd, Garfield Ave, Miller Way, Southern Ave
51	Northeast Corner, Railroad ROW and Garfield Ave, North of Imperial Hwy	Vacant	Private	Los Angeles River Bridge and I-170 Undercrossing	I-710, Imperial Hwy, Garfield Ave
52	Northeast of Railroad ROW and Gardendale Street	Vacant	Public	Gardendale Station	I-710, Imperial Hwy, Garfield Ave
53	East of Center St and west of Industrial Ave between Century and Nevada	Commercial	Private	I-105/C Line Station	I-105, Century Blvd, Center St
54	East of Center St and west of Industrial Ave between Lincoln and Nevada	Parking Lot/ Commercial/Recycling	Public (Permanent/Full Acquisition for Project Parking Facility)	I-105/C Line Station	I-105, Century Blvd, Center St

7 Construction Impacts

No.	Location	Location Description	Private/Public Ownership	Project Component	Haul Route
55	North of Rosecrans Ave, West of San Pedro Sub Division Railroad ROW	Railroad ROW	Private (Rail ROW)	Paramount/Rosecrans Station and Grade Separation	I-105, I-710, Rosecrans Ave, Paramount Blvd, Garfield Ave
56	North of Rosecrans Ave, South of San Pedro Sub Division Railroad ROW	Commercial and Industrial GCR Tires & Service 7801 E Rosecrans, Paramount	Public and Private (Permanent/Full Acquisition for Project Parking Facility)	Paramount/Rosecrans Station and Grade Separation	I-105, I-710, Rosecrans Ave, Paramount Blvd, Garfield Ave
57	Northwest Corner, Bellflower Blvd and Railroad ROW	Commercial and Parking Lot	Permanent/Full Acquisition (Project Parking Facility)	Bellflower Station	I-605, Alondra Blvd
58	Southwest Corner, San Gabriel River and SR-91	Vacant	Metro-Owned Right-of-Way	San Gabriel River Bridge	I-605, SR-91, Alondra Blvd, Artesia Blvd, South St, Studebaker Rd
59-61	Northwest and Southwest Corner, 188th and Pioneer Blvd	Commercial	Permanent/Full Acquisition (Project Parking Facility)	Pioneer Station Parking Structure	I-605, South St

Source: Metro 2023

Notes: LA = Los Angeles; ROW = right-of-way; UPRR = Union Pacific Railroad;

US = U.S. Highway

7.2 Construction Methodology

The construction methodology is summarized in Section 1.6.8.

7.3 Construction Impacts

7.3.1 No Build Alternative

The No Build Alternative includes planned projects, other than the LPA. The construction activities associated with the other planned projects include temporary street closures/turning restrictions, temporary lane closures, and road detours. These other planned projects will undergo the required environmental approval process, which will disclose adverse construction impacts to the public if any are identified and unable to be fully mitigated.

7.3.2 Locally Preferred Alternative

7.3.2.1 Traffic Operations

Local Streets

Construction activities will have temporary effects to traffic associated with lane or street closures, reconfiguration of roads, detours, and traffic related to construction workers accessing and departing construction staging areas. The locations, duration, and details regarding closures are summarized in Table 7.1. In general, effects to traffic will include increased delay for drivers where there are lane reductions, or increased travel distances because of detours, resulting in additional delay and traffic circulation. Where there is reduced capacity or where detours will be required, some travelers may choose alternate routes around the area to avoid construction activity and traffic delays. Detours will be identified to preserve circulation around temporary street closures or where turning movements are restricted. The detour route will be assessed to provide sufficient capacity. These enhancements could include adjusting traffic signal timing or installing temporary traffic signals. Pursuant to Mitigation Measure TRA-18 (Transportation Management Plan(s) [TMP]), TMP(s) will be prepared to address construction-related impacts to the roads and establish detours. The TMP(s) will be coordinated with the applicable jurisdiction, agencies, and other potentially affected parties. Refer to Section 8.2.2 for a description of Mitigation Measure TRA-18.

Freeway Facilities

The LPA will cross existing freeways at I-710, I-105, SR-91, and I-605. At the SR-91 and I-605 freeway crossings, the existing bridge structures contain sufficient space to accommodate the LRT tracks. Construction will occur below the existing bridges and will not result in adverse effects on the existing freeway travel lanes.

Similar to the analysis provided in the Draft EIS/EIR, Table 7-1 shows that at I-105, the existing freight bridge over the freeway travel lanes will be reconstructed to the west to support relocated freight activities. Once the bridge is constructed, the existing freight bridge will be demolished, and a new LRT bridge will be constructed in its place to support the LRT tracks and connect the new WSAB I-105/C Line Station to the new infill C Line Station. Temporary closures of the freeway lanes below the bridges will be required during demolition and construction of the bridges. These closures will occur during the off-peak travel hours to the extent feasible, including the overnight hours, to minimize disruption to the traveling public. Detour routes will be identified accordingly.

At I-710, there is insufficient horizontal clearance for the new LRT tracks, and a new opening will need to be constructed adjacent to the existing opening. Therefore, a jacked box structure underneath the freeway is proposed (refer to the Construction Methods Report [Metro 2024a] for additional details on jacked box construction). Construction is not anticipated to affect peak freeway operations, although ground improvements from the surface of the freeway may be needed to maintain support. The I-710 freeway may require ground monitoring to measure potential settlement that may occur during the jacking and excavation operations. It is anticipated the freeway lanes will remain open during this process, although there may be temporary closures to install ground monitoring instruments and/or ground support infrastructure in the median. These closures will occur during off-peak travel hours to the extent feasible, including the overnight hours, to minimize disruption to travelers. Detour routes will be identified accordingly.

Although temporary freeway lane closures will be minimized to the extent feasible, based on the timing of such temporary closures of lanes and the implementation of detour routes, adverse effects may still occur.

During construction, connections to freeways via on-ramps and off-ramps will be maintained to the extent feasible. Short-term ramp closures will occur during the off-peak travel hours to the extent feasible to minimize disruption to the traveling public. Detour routes will be identified accordingly. Construction activities near or on freeway facilities, including ramp closures, will be coordinated with Caltrans.

Construction Traffic

There will be minor impacts to traffic operations associated with construction traffic accessing staging/laydown areas and haul routes. Vehicles and trucks related to construction activities entering and exiting the staging/laydown areas will increase traffic on local streets. Construction trucks will use designated haul routes, as listed in Table 7.2, or as otherwise identified in coordination with the applicable jurisdiction, to access the regional freeway system. Construction-related traffic volumes will be minimal compared to overall background traffic volumes, and generally will occur during the off-peak periods when volumes and congestion are lower. Further, additional traffic associated with these activities will be temporary. During final design and prior to any construction, preconstruction evaluations will be completed to determine existing conditions that will affect construction methods and timing. An environmental reevaluation will be conducted as applicable if construction means and methods vary from what was described in the Final EIS/EIR.

Conclusion

Impacts to traffic operations during construction will be minimized with the implementation of a TMP, as required per Mitigation Measure TRA-18. The TMP will address construction impacts on transportation facilities under the jurisdiction of affected cities and agencies, including Caltrans. More details on the TMP are provided in Section 8.2.2. With implementation of the TMP, temporary construction-related impacts will be minimized, but adverse effects will still occur resulting from construction activities on the street and highway system.

7.3.2.2 Transit Effects

Construction of the LPA will require temporary rerouting of existing transit routes identified in Table 7.1. Impacts to transit could include increases in travel time for transit vehicles, either as a result of changes to routes or increased traffic delay from lane closures. However, coordination with transit service operators will occur to maintain transit routes and schedules to the extent feasible. It is anticipated transit providers will modify routes and schedules as needed to account for construction activities. The locations of transit stops may also need to be modified/relocated to remain outside the work zone. Transit stop access will be maintained while providing ADA-compliant access. With these elements, the temporary construction impacts will be minimized, and no adverse effects are anticipated.

There could be impacts to transit associated with the staging/laydown areas if the staging/laydown areas require relocation of existing transit stops, if there is a conflict with traffic at the staging area, or with the physical constraints of the site itself. If these impacts occur, they will be temporary and fully addressed by modifications (minor relocations) to transit stops and coordination with transit service providers. Haul routes are not anticipated to affect transit service because hauling activities will use existing roadways and will not require relocation of transit stops. Similar to construction effects associated with construction of the LPA, relocation of transit stops and coordination with transit providers will minimize impacts to transit and no adverse effects are anticipated.

7.3.2.3 Active Transportation Effects

Construction of the LPA will require temporary closures of sidewalks, crosswalks, and bicycle facilities to protect the safety of pedestrians and bicyclists. Table 7.1 outlines the locations and anticipated duration of effects on sidewalk and bicycle facilities. As a result, pedestrian and bicycle access routes in the construction area will be temporarily disrupted during construction. Many sidewalks along local streets in the vicinity of and/or crossed by the LPA are ADA-compliant; therefore, there will be alternative ADA accessible detour routes identified during those closures to maintain access.

There may be impacts to active transportation associated with the staging/laydown areas if the staging/laydown areas encroach on sidewalks or bicycle facilities that were not already identified for closure to support construction of the LPA. There may be localized conflicts between bicycle and pedestrian facilities at staging areas if local access requires modifications to sidewalks or bike lanes. These impacts will be temporary and fully mitigated by contractor requirements to provide alternate access. The haul routes will not have an effect on active transportation facilities because haul activity will use existing roads and will not encroach on sidewalks or bicycle facilities.

The Paramount High School pedestrian bridge will be demolished prior to the start of construction activities in proximity to the high school. The replacement pedestrian bridge will be constructed when construction of the LRT is complete. Detours will be coordinated between Metro and the school district.

Additionally, construction of the LRT bridges over the three USACE facilities will require the temporary closure of three adjacent bike trails: the Los Angeles River Trail, the Rio Hondo Trail, and the San Gabriel River Trail. The closure could be up to a month total to install and remove falsework. Detours will be provided.

Section 5.3.1 of the Final Safety and Security Impact Analysis Report (Metro 2024c) outlines the impacts of temporary construction-related activities/conditions on pedestrian, bicycle, and motorist safety. Detour routes and signage will be provided during construction to address temporary impacts. Additionally, as required in Mitigation Measure TRA-18 (Transportation Management Plan(s) [TMP]), TMP(s) will be prepared to address construction-related impacts to sidewalks and bicycle facilities and establish detours. The TMP(s) will be coordinated with the applicable jurisdiction, agencies, and other potentially affected parties. This program will be used for communicating traffic control measures, schedules of activities, appropriate detours, and durations to the public and stakeholders. With these elements, temporary construction impacts to active transportation facilities will remain, with the impacts described above anticipated.

7.3.2.4 Parking Effects

Temporary parking losses will occur during construction. These impacts will be associated with physical construction activities, including the temporary shifting of vehicle lanes onto existing on-street parking areas to maintain the number of lanes. Table 7.1 lists the locations where temporary road closures and shifting lanes are anticipated to occur.

Table 7.2 lists the potential staging and laydown area options that could have parking effects. Off-street parking will be temporarily removed where needed for construction of the LPA. On-street parking adjacent to the staging areas could be temporarily removed during construction. Metro will coordinate with local jurisdictions to address the loss of public parking spaces during construction. The haul routes will not have an effect on parking because haul activity will use existing roads and will not encroach on on- or off-street parking locations. Available open space for use as temporary parking is currently not available, resulting in the inability to accommodate any displaced parking areas by the construction activities. Mitigation Measure TRA-21 (Loss of Parking (Construction)), described in Section 8.2.2, would reduce parking impacts as feasible and could also provide indirect mitigation for the loss of off-street parking by allowing additional on-street parking where appropriate and feasible. In summary, the temporary construction impacts from staging and laydown areas will be reduced by implementation of this mitigation measure, but adverse effects are anticipated to remain.

7.3.2.5 Freight Effects

Vehicular Freight

Construction activities will have temporary effects to vehicular freight traffic associated with lane closures, reconfiguration of roads, detours, and traffic related to construction workers accessing and departing construction staging areas, as summarized in Table 7.1 and Section 7.3.2.1. This could include temporary impacts to freight-related vehicles. Pursuant to Mitigation Measure TRA-18 (Transportation Management Plan(s) [TMP]), TMP(s) will be prepared to address construction-related impacts to roads and establish detours. The TMP(s) will be coordinated with the applicable jurisdiction, agencies, and other potentially affected parties. Refer to Section 8.2.2 for a description of Mitigation Measure TRA-18.

Adverse effects could occur, even with the inclusion of Mitigation Measure TRA-18, due to construction closures, lane reductions, and/or detours. However, vehicular freight travel generally occurs outside of the peak traffic periods when there is less roadway congestion. Therefore, delay to vehicle freight due to construction activities at intersections is not anticipated to be adverse.

Rail Freight

As described in Section 5.5.2.2, implementation of the LPA will require realignment of active rail freight tracks. To minimize disruptions and maintain active rail freight operations to the extent feasible, the new freight, storage, and/or siding tracks will be constructed first. Temporary shoo-fly tracks will be constructed to allow for the construction of new freight tracks. Existing rail freight operations will use the temporary shoo-fly tracks while the existing freight tracks are relocated. The temporary shoo-fly track will minimize the disruption to freight services during construction. At the completion of construction of the new freight tracks, existing freight operations will be transferred to the new freight tracks. The old freight track will be demolished to allow space for construction of the new LRT tracks. Metro will coordinate with rail operators to maintain freight operations during construction activities for the LPA to the extent feasible.

Rail freight service will be maintained throughout the construction period to the extent feasible, and Metro will coordinate with freight providers to minimize disruptions to freight service. Therefore, adverse effects are not anticipated.

7.3.3 Design Option: Close 186th Street

The analysis described in Section 7.3.2 also applies to the LPA with the design option. The LPA with the design option includes similar construction activities as the LPA without the design option. Therefore, the impact conclusions for the LPA without the design option would also apply to construction of the LPA with the design option.

7.3.4 Maintenance and Storage Facility

Construction of the MSF will primarily occur within the site. The intersection modifications for the MSF entrance at Somerset Boulevard and Bayou Avenue are minor and will result in minor disruptions to vehicles, bicyclists, and pedestrians traveling through the area. Construction of the MSF will include similar project elements and impact minimization strategies as the LPA.

7.3.5 U.S. Army Corps of Engineers Facilities

The USACE facilities are channels and do not accommodate traffic, transit, parking, or rail or vehicular freight. Construction of the LRT bridges over the three USACE facilities will require the temporary closure of three adjacent bike trails: the Los Angeles River Trail, the Rio Hondo Trail, and the San Gabriel River Trail. Closures will be limited and detours will be provided. Therefore, there will not be adverse effects.

7.3.6 California Department of Transportation Facilities

Refer to Section 7.3.2.1 under the heading “Freeway Facilities” for the assessment of construction-related effects to Caltrans’ facilities.

7.4 California Environmental Quality Act Determination

To satisfy CEQA requirements, transportation impacts will be analyzed in accordance with Appendix G of the CEQA Guidelines.

7.4.1 Threshold TRA-CON-1: Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, and bicycle and pedestrian facilities?

7.4.1.1 No Project Alternative

LPA-related construction activities would not occur under the No Project Alternative. Therefore, construction-related impacts to the existing conditions under the No Project Alternative would not occur, and no mitigation measures would be required.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining after Mitigation

No impacts.

7.4.1.2 Locally Preferred Alternative

Construction activities are temporary and will not conflict with plans, policies, or ordinances associated with the transportation system. All modes of transportation will be accommodated during construction to the extent feasible. When closures will be needed, alternate routes will be provided to maintain connectivity. Therefore, construction of the LPA will result in less than significant impacts. Mitigation Measure TRA-18 (TMP), identified to address impacts to traffic pursuant to NEPA, will be implemented during construction, thereby further reducing impacts. The TMP will include the following strategies: public information (press releases, public meetings), motorist information (portable changeable-message signs providing construction activity information), incident management (traffic management team observing and resolving traffic incidents), and construction temporary traffic control (off-peak work hours, reduced work speed zones, and detour routes).

Mitigation Measures

No mitigation measures are required. Nonetheless, pursuant to Mitigation Measure TRA-18, a TMP will be implemented to further confirm that construction activities do not conflict with plans, policies, or ordinances associated with the transportation system.

Impacts Remaining after Mitigation

Less than significant impact.

7.4.1.3 Design Option: Close 186th Street

The impact analysis described in Section 7.4.1.2 also applies to the LPA with the design option. The LPA with the design option would have similar construction activities as the LPA without the design option. Therefore, less than significant impacts from construction activities would occur.

Mitigation Measures

No mitigation measures are required. Nonetheless, pursuant to Mitigation Measure TRA-18, a TMP will be implemented to further ensure that construction activities do not conflict with plans, policies, or ordinances associated with the transportation system.

Impacts Remaining after Mitigation

Less than significant.

7.4.1.4 Maintenance and Storage Facility

Construction of the MSF will primarily occur at the MSF site, with minor effects to Somerset Boulevard and Bayou Avenue associated with the new driveway. Construction activities will not conflict with plans, policies, or ordinances associated with the transportation system. Therefore, less than significant impacts from construction activities will occur.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining after Mitigation

Less than significant.

7.4.2 Threshold TRA-CON-2: Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

7.4.2.1 No Project Alternative

LPA-related construction activities would not occur under the No Project Alternative. Therefore, construction-related impacts to the existing conditions under the No Project Alternative would not occur, and no mitigation measures would be required.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining after Mitigation

No impacts.

7.4.2.2 Locally Preferred Alternative

Section 7.1 and the Construction Methods Report (Metro 2024a) describe the construction activities anticipated for the LPA. As summarized in Section 7.3.2, construction of the LPA will affect traffic operations, transit, active transportation, and vehicular and rail freight. However, VMT will be similar to the existing conditions within the Study Area. Construction activity will be localized to the work area and haul routes, and will not significantly change the Study Area vehicle circulation as a whole. Therefore, construction will have less than significant impacts.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining after Mitigation

Less than significant impact.

7.4.2.3 Design Option: Close 186th Street

The impact analysis described in Section 7.4.2.2 also applies to the LPA with the design option. The LPA with the design option would have similar construction activities as the LPA without the design option. Therefore, construction would have less than significant impacts.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining after Mitigation

Less than significant impact.

7.4.2.4 Maintenance and Storage Facility

The impact analysis described in Section 7.4.2.2 also applies to the MSF. The MSF will be part of the construction activities. Therefore, construction will have less than significant impacts.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining after Mitigation

Less than significant impact.

7.4.3 Threshold TRA-CON-3: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

7.4.3.1 No Project Alternative

LPA-related construction activities would not occur under the No Project Alternative. Therefore, construction-related impacts to the existing conditions under the No Project Alternative would not occur, and no mitigation measures would be required.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining after Mitigation

No impacts.

7.4.3.2 Locally Preferred Alternative

Construction activity associated with the LPA will require temporary modifications of the existing transportation facilities in select locations. These temporary modifications, such as sidewalk, street, or lane closures, turning movement restrictions, and lane width reductions, will follow standard construction practices for temporary vehicle, freight, pedestrian, and bicycle handling that will minimize hazards. Therefore, construction of the LPA will result in less than significant impacts. Mitigation Measure TRA-18 (TMP) will be used to further reduce the hazards of construction activities. The TMP will include the following strategies: public information (press releases, public meetings), motorist information (portable changeable-message signs providing construction activity information), incident

management (traffic management team), observing and resolving traffic incidents, and construction temporary traffic control (off-peak work hours, reduced work speed zones, and detour routes).

Mitigation Measures

No mitigation measures are required. Nonetheless, pursuant to Mitigation Measure TRA-18, a TMP will be implemented to further reduce hazards of construction activities.

Impacts Remaining after Mitigation

Less than significant.

7.4.3.3 Design Option: Close 186th Street

The impact analysis described in Section 7.4.3.2 also applies to the LPA with the design option. The LPA with the design option would have similar construction activities as the LPA without the design option. Therefore, less than significant impacts from construction activities would occur.

Mitigation Measures

No mitigation measures are required. Nonetheless, pursuant to Mitigation Measure TRA-18, a TMP will be implemented to further reduce hazards of construction activities.

Impacts Remaining after Mitigation

Less than significant.

7.4.3.4 Maintenance and Storage Facility

Construction of the MSF will primarily occur at the MSF, with minor effects to Somerset Boulevard and Bayou Avenue associated with the new driveway. Construction will not result in hazards and, therefore, there will be less than significant impacts.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining after Mitigation

Less than significant impact.

7.4.4 Threshold TRA-CON-4: Result in inadequate emergency access?

7.4.4.1 No Project Alternative

LPA-related construction activities would not occur under the No Project Alternative. Therefore, construction-related impacts to the existing conditions under the No Project Alternative would not occur, and no mitigation measures would be required.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining after Mitigation

No impacts.

7.4.4.2 Locally Preferred Alternative

Construction activity will require, as needed, the temporary modification of the existing transportation facilities. Coordination with emergency responders will occur to maintain emergency access or minimize delays in response times. However, the coordination will not completely eliminate interference with local jurisdictions' emergency response plans for emergency service providers.

Mitigation Measure TRA-18 (Transportation Management Plan[s]) will require development of a TMP. As part of the TMP, all closures and detours will be coordinated with the affected emergency service providers to address access and response time requirements during construction and, once in operation, will reduce impacts on a less-than-significant level. Mitigation Measure COM-1 (Construction Outreach Plan), described in Section 4.19.3.2 (Construction-related Communities and Neighborhoods), will be implemented, which requires development of a Construction Outreach Plan in coordination with affected communities and businesses that will be implemented by Metro and its contractors during construction of the LPA.

As presented in Section 6.1.2 of the Final Safety and Security Impact Analysis Report (Metro 2024c), in response to construction-related impacts on emergency response plans or emergency evacuation plans, fire and emergency medical services personnel have the ability to use onboard live mapping software that alerts drivers of construction activities that may impede travel times to and from the scene of an emergency. Emergency responders are also able to see which roadways are experiencing delays due to construction, accidents, or other events, and will be able to take alternate routes accordingly. Metro and the contractor would coordinate with involved police, medical, and fire service providers during construction. Therefore, impacts related to emergency access will be less than significant.

Mitigation Measures

Mitigation Measure TRA-18 (Transportation Management Plan[s]) and Mitigation Measure COM-1 (Construction Outreach Plan).

Impacts Remaining after Mitigation

With implementation of Mitigation Measure TRA-18 (TMP) and Mitigation Measure COM-1 (Construction Outreach Plan), impacts related to emergency access during operation and construction will be less than significant.

7.4.4.3 Design Option: Close 186th Street

The impact analysis described in Section 7.4.4.2 also applies to the LPA with the design option. The LPA with the design option would have similar construction activities as the LPA without the design option. Therefore, less than significant impacts from construction activities would occur.

Mitigation Measures

The mitigation measures described in Section 7.4.4.2 also apply to the LPA with the design option.

Impacts Remaining after Mitigation

With implementation of Mitigation Measure TRA-18 (TMP) and Mitigation Measure COM-1 (Construction Outreach Plan), impacts during construction will remain less than significant.

7.4.4.4 Maintenance and Storage Facility

The impact analysis described in Section 7.4.4.2 also applies to the MSF. The MSF will be part of the construction activities. Therefore, less than significant impacts from construction activities will occur.

Mitigation Measures

The mitigation measures described in Section 7.4.4.2 also apply to the MSF.

Impacts Remaining after Mitigation

With implementation of Mitigation Measure TRA-18 (TMP) and Mitigation Measure COM-1 (Construction Outreach Plan), impacts during construction will remain less than significant.

8 PROJECT MEASURES AND MITIGATION MEASURES

8.1 Project Measures

8.1.1 Operation

The following project measures will be part of the LPA.

TR PM-1: Pre-signals and Queue-cutter Signals. Installation of pre-signals or queue-cutter signals to discourage vehicles from stopping on tracks. Pre-signals are traffic control devices that control traffic approaching a grade crossing in conjunction with the traffic control for the intersection(s) beyond the tracks. Pre-signals can be used to stop vehicular traffic before the railroad crossing. Queue-cutter signals only control traffic approaching a crossing and are operated independently of other traffic signals in the vicinity. The concept of operation of a queue-cutter is to hold traffic upstream from a crossing before a queue caused by a downstream traffic control signal or other roadway congestion can grow long enough to back up into the crossing.

TR PM-2: Lane Configurations. Existing lane configurations near the at-grade crossings will be modified to operate the pre-signals or queue-cutter signals as required by regulations.

Project Measure TR PM-1 will minimize the potential for vehicles queuing onto at-grade crossings. Pre-signals and queue-cutter signals discourage queuing across the tracks with a directional signal before the tracks. They are activated (turned red) when the system detects an approaching queue on the other side of the tracks, or in coordination with the downstream signal. As part of Project Measure TR PM-2, existing lane configurations near the at-grade crossings will be modified at the respective crossings to operate the pre-signals or queue-cutter signals as required by regulations. With these design features, the vehicles in the queue will be discouraged from stopping on the tracks, eliminating potential conflicts from queues on the LPA. More detailed engineering regarding these features and their corresponding applicability will be completed in future project development phases.

TR PM-3: Randolph Street Intersection Modifications. Intersection modifications along Randolph Street to close access for vehicles to cross the existing train tracks, resulting in the removal of the existing at-grade train crossing at the following intersections:

- Wilmington Avenue
- Regent Street
- Malabar Street
- Rita Avenue
- Arbutus Avenue

TR PM-4: Randolph Street Lane Reduction. Randolph Street will be reduced from two lanes in each direction to one lane in each direction between Alameda Street (West) and State Street and left-turn lanes will be provided along Randolph Street at each middle-of-intersection at-grade crossing to accommodate existing on-street parking.

Specifically, left-turn lanes will be added at the following cross streets:

- Alameda Street (West): Add northbound left-turn lane
- Santa Fe Avenue: Add northbound left-turn lane

Left turns will be prohibited at the following cross streets along Randolph Street:

- Santa Fe Avenue: Southbound left turns
- Pacific Boulevard: Northbound left turns
- Miles Avenue: Southbound left turns
- State Street: Northbound left turns

- TR PM-5:** The Atlantic Avenue/Azalea West intersection will be converted from a three-legged intersection to a four-legged intersection. The added intersection leg will be aligned with the Firestone Station parking area entrance/exit driveway.
- TR PM-6:** One-way street conversion to Dakota Avenue between Gardendale Street and Main Street to accommodate the LRT tracks.
- TR PM-7:** The MSF entrance/exit driveway will be aligned with Somerset Boulevard at Bayou Avenue and a traffic signal will be installed at the intersection.
- TR PM-8:** Alondra Boulevard Intersection Modifications. Intersections adjacent to the Alondra Boulevard at-grade train crossing will be modified. The intersections are Alondra Boulevard at Flora Vista Street and Alondra Boulevard at Pacific Avenue. Right-turn access only entering Flora Vista Street and right-turn only entering and leaving Pacific Avenue is required to accommodate crossing features required by regulations. Additionally, a traffic signal and southbound dedicated left turn lane will be installed at the intersection of Clark Avenue and Los Angeles Street.
- TR PM-9:** 187th Street between Corby Avenue (West) and Corby Avenue (East) will be closed to minimize the number of at-grade crossings. With the design option, 186th Street instead of 187th Street will be closed between Corby Avenue (West) and Corby Avenue (East).
- TR PM-10:** 188th Street between Corby Avenue (West) and Pioneer Boulevard will be closed to accommodate the Pioneer Station parking structure.
- TR PM-11:** Vehicle access to the Pioneer Station parking structure will be directed by signage to occur primarily from Pioneer Boulevard. The Pioneer Boulevard entrance/exit driveway will be aligned with the Solana Place driveway and a traffic signal will be installed. Corby Avenue will serve as a secondary entrance/exit point as required, limiting vehicle access to/from adjacent residential streets.

8.1.2 Construction

Construction-related project measures have not been identified.

8.2 Mitigation Measures

8.2.1 Operation

This section presents mitigation measures to address adverse impacts from the LPA as it relates to traffic and transportation. The analysis of the LPA with mitigation measures is based on the No Build Alternative assessment.

8.2.1.1 Traffic Operations

This section addresses mitigation measures for the intersections identified in Section 5.1.2 as being substantially affected by the LPA. The intersections are evaluated with a structured assessment approach.

The assessment of mitigation measures for traffic operations involved a multi-step process:

1. Potential mitigation options were developed based on traffic operations requirements and analyzed with the SimTraffic traffic analysis software. The primary focus with this analysis was on eliminating delay/LOS impacts (where possible) and using a screening-level assessment of potential secondary impacts.
2. A preliminary set of mitigation options, based on traffic operations, was identified for each intersection. Traffic signal timing was optimized as part of the LPA analysis. Therefore, additional traffic signal timing adjustments were not considered when identifying mitigation measures.
3. An engineering evaluation was conducted for the preliminary set of mitigation options. The focus of the engineering evaluation was to determine whether the mitigation option would result in right-of-way impacts, considering the physical requirements for each mitigation option. Part of that assessment considered the upstream and downstream effects of additional lanes.
4. Based on the engineering evaluation, some of the preliminary recommendations for mitigation options were deemed infeasible because of the potential right-of-way impacts.

A final set of recommended mitigation measures, based on the options evaluated, was determined, and the impact analysis was updated to determine whether impacts would remain after implementation of mitigation.

As described in Section 5.1.2, 19 intersections were identified that will have impacts (related to LOS and delays) associated with the LPA⁷. For each of these intersections, potential mitigation measures, including strategies and improvement options, were identified and evaluated. The mitigation measures generally included three types of modifications:

- Signalizing intersections that are currently stop-controlled
- Adding lanes (right, through, and/or left)
- Extending turn bays (right or left)

⁷ Under the LPA, the intersections of Randolph St/Alameda St (West) (Intersection No. 31) and Randolph St/Alameda St (East) (Intersection No. 32) will operate with one set of traffic signals. Analysis was conducted to reflect the operation as a single intersection, and one set of delay/LOS was reported.

In developing the mitigation options, consideration was given to the benefit of the mitigation (reducing delays); however, the potential for secondary impacts associated with mitigation measure implementation (typically right-of-way impacts) was also considered.

Different options, including combinations of those options, were evaluated at each intersection. In some cases, the potential mitigation options would not result in effective relief. Combinations of options were evaluated for intersections with more severe impacts.

In some scenarios, the mitigation options evaluated at one intersection could result in an effective mitigation or an additional impact at nearby intersections. For example, adding a turn lane to an intersection where the queues extend back to the upstream intersection would generally have a positive effect on both intersections. However, adding a through lane to one intersection may allow more traffic to pass through to a downstream intersection, thereby increasing delay and resulting in a potential new or more severe impact.

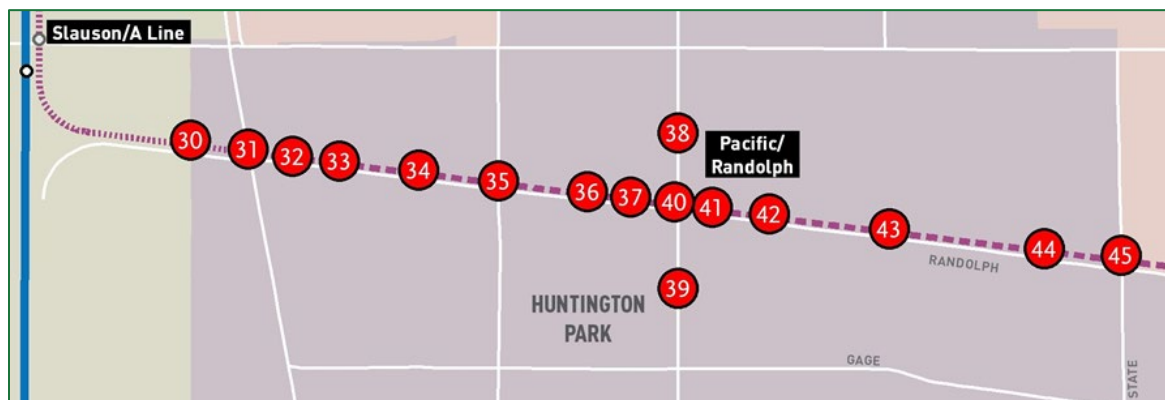
Appendix A – Attachment 6 contains a summary of the first-level evaluation of potential mitigation options to address traffic operations impacts. For the 19 intersections, 113 different mitigation options and combinations of options were developed and assessed. The discussion is organized by geographic area and groups of intersections with cross-effects between intersections (upstream or downstream). Five groups of intersections were assessed, along with three intersections that were analyzed independently. A summary of the LOS after mitigation for each intersection is provided in Appendix A – Attachment 7.

Intersection Nos. 31, 34, 35, 37, 40, 42, 43, and 45

This group of intersections is located on Randolph Street near the Pacific/Randolph Station (Figure 8-1) and includes the following eight intersections:

- No. 31 – Randolph Street and Alameda Street (West)
- No. 34 – Randolph Street and Albany Street
- No. 35 – Randolph Street and Santa Fe Avenue
- No. 37 – Randolph Street and Rugby Avenue
- No. 40 – Randolph Street and Pacific Boulevard
- No. 42 – Randolph Street and Seville Avenue
- No. 43 – Randolph Street and Miles Avenue
- No. 45 – Randolph Street and State Street

Figure 8-1. Intersection Nos. 31, 34, 35, 37, 40, 42, 43, and 45



Source: Prepared by Jacobs in 2020

With implementation of the LPA, the LRT will travel in the median of Randolph Street, passing through the listed intersections at grade. Table 8.1 shows level-of-service and delay for the No Build Alternative and LPA without mitigation. The highlighted cells in red with “Yes” text indicate the intersection was adversely affected. The design operation would not change the level-of-service or delay shown.

Table 8-1. Preliminary Mitigation Options for Intersection Nos. 31, 34, 35, 37, 40, 42, 43, and 45

No	Intersection	Peak	No Build (Delay in Sec/LOS)	LPA Without Mitigation (Delay in Sec/LOS)	Adverse Effect?
31	Randolph Street/Alameda Street (West)	AM	49.9/D	129.1/F	Yes
		PM	60.8/E	192.2/F	Yes
34	Randolph Street/Albany Street	AM	18.2/C	99.8/F	Yes
		PM	17.0/C	68.7/E	Yes
35	Randolph Street/Santa Fe Avenue	AM	30.3/C	71.6/E	Yes
		PM	30.1/C	89.8/F	Yes
37	Randolph Street/Rugby Avenue	AM	6.7/A	59.7/E	Yes
		PM	3.9/A	112.1/F	Yes
40	Randolph Street/Pacific Boulevard	AM	26.0/C	67.3/E	Yes
		PM	32.5/C	57.6/E	Yes
42	Randolph Street/ Seville Avenue	AM	37.5/D	135.8/F	Yes
		PM	34.9/C	108.8/F	Yes
43	Randolph Street/Miles Avenue	AM	36.7/D	107.8/F	Yes
		PM	36.2/D	119.8/F	Yes
45	Randolph Street/State Street	AM	43.6/D	212.2/F	Yes
		PM	19.4/B	130.9/F	Yes

Source: Compiled by Jacobs in 2020 and updated in 2023

Notes: The highlighted cells in red with “Yes” text indicate there will be adverse effects at the intersection with implementation of the LPA.

AM = morning; LPA = Locally Preferred Alternative; LOS = level-of-service; PM = afternoon; sec = seconds

Multiple potential mitigation measure options were considered, summarized as follows, with additional details provided in Appendix A – Attachment 6. Based on the traffic operations analysis and mitigation measures considered, the preliminary recommendations include the options provided in Table 8.2. The highlighted cells in green with “No” text indicate the intersection was mitigated and that no adverse effects would occur. The highlighted cells in red with “Yes” text indicate the intersection was not mitigated and that an adverse effect would remain. The preliminary mitigation options would reduce most impacts, but all eight intersections would remain adversely affected.

An engineering assessment was conducted (summarized in Appendix – A - Attachment 6) that demonstrated some of the preliminary recommendations for mitigation measures in Table 8.2 could not be reasonably implemented. The mitigation options would require the acquisition of several properties on Randolph Street and along the indicated cross streets (Table 8.2). The eastbound and westbound through lanes would result in right-of-way impacts to several properties as indicated below:

- No. 40 – Randolph Street/Pacific Boulevard
 - **East and west leg:** Parking and landscaping would be removed and commercial buildings on both sides would be affected.
 - **North and south leg:** Parking on the west side would be removed.
- No. 42 – Randolph Street/Seville Avenue
 - **East and west leg:** Residential and commercial buildings on both sides would be affected.
- No. 43 – Randolph Street/Miles Avenue
 - **East and west leg:** Parking and residential buildings on both sides would be removed.
- No. 45 – Randolph Street/State Street
 - **East and south leg:** Existing on-street parking, landscaping, and off-street elementary school parking on the southeast side would be removed.
 - **North leg:** Existing on-street and off-street parking at industrial business on the east side would be removed.

Table 8-2. Preliminary Mitigation Options for Intersection Nos. 31, 34, 35, 37, 40, 42, 43, and 45

No	Intersection	Mitigation Description	Peak	No Build (Delay in Sec/LOS)	LPA With Mitigation (Delay in Sec/LOS)	Adverse Effect?
31	Randolph Street/Alameda Street (West)	Add northbound left-turn lane with 150-foot turn bay; convert eastbound and westbound left through lane to left-turn lanes	AM	49.9/D	76.7/E	Yes
			PM	60.8/E	46.0/D	No
34	Randolph Street/Albany Street	Add northbound and southbound left-turn lane with 100-foot turn bays	AM	18.2/C	121.9/F	Yes
			PM	17.0/C	125.5/F	Yes
35	Randolph Street/Santa Fe Avenue	Add southbound left-turn lane with 150-foot turn bays	AM	30.3/C	95.2/F	Yes
			PM	30.1/C	87.8/F	Yes

No	Intersection	Mitigation Description	Peak	No Build (Delay in Sec/LOS)	LPA With Mitigation (Delay in Sec/LOS)	Adverse Effect?
37	Randolph Street/ Rugby Avenue	Add northbound and southbound left-turn lane with 100-foot turn bays	AM	6.7/A	138.7/F	Yes
			PM	3.9/A	83.9/F	Yes
40	Randolph Street/ Pacific Boulevard	Extend northbound, southbound, and eastbound left-turn lanes to 150-foot turn bays	AM	26.0/C	65.2/E	Yes
			PM	32.5/C	51.6/D	Yes
42	Randolph Street/ Seville Avenue	Add northbound and southbound through lanes; add northbound and southbound left-turn lanes with 150-foot turn bay	AM	37.5/D	86.5/F	Yes
			PM	34.9/C	86.4/F	Yes
43	Randolph Street/ Miles Avenue	Add northbound and southbound through lanes; extend northbound and southbound left-turn lanes to 150-foot turn bay	AM	36.7/D	96.8/F	Yes
			PM	36.2/D	72.8/E	Yes
45	Randolph Street/ State Street	Add a northbound through lane and add a westbound right-turn lane with a 200-foot turn bay and left-turn lane with a 150-foot turn bay	AM	43.6/D	113.6/F	Yes
			PM	19.4/B	69.1/E	Yes

Source: Compiled by Jacobs in 2020 and updated in 2023

Notes: The highlighted green cell with “No” text indicates there will not be an adverse effect after mitigation. The highlighted cells in red with “Yes” text indicate that adverse effects will still occur at the intersection after implementation of mitigation.

AM = morning; LPA = Locally Preferred Alternative; LOS = level-of-service; PM = afternoon; Sec = seconds

Based on an assessment that some of these measures could not be reasonably implemented, the list of mitigation options was revised and is summarized in Table 8.3. The highlighted cells in red with “Yes” text indicate the intersection was not mitigated, and that an adverse effect would remain. Figure 8-2 illustrates the intersection lane configurations with the mitigation measures.

Table 8-3. Mitigation Measures for Intersection Nos. 31, 34, 35, 37, 40, 42, 43, and 45

No	Intersection	Mitigation Description	Peak	No Build Delay/ LOS ^a	LPA Without Mitigation (Delay in Sec/LOS)	LPA With Mitigation (Delay in Sec/LOS)	Adverse Effect With Mitigation?
31	Randolph Street/ Alameda Street (West)	TRA-11: Add northbound left-turn lane with 150-foot turn bay. Metro will implement this measure subject to approval of the applicable jurisdiction (City of Huntington Park).	AM	49.9/D	129.1/F	77.8/E	Yes
			PM	60.8/E	192.2/F	71.1/E	Yes
34	Randolph Street/ Albany Street	TRA-10: Add northbound and southbound left-turn lane with 100-foot turn bays. Metro will implement this measure subject to approval of the applicable jurisdiction (City of Huntington Park).	AM	18.2/C	99.8/F	98.5/F	Yes
			PM	17.0/C	68.7/E	64.7/E	Yes
35	Randolph Street/Santa Fe Avenue	No feasible mitigation options were identified.	AM	30.3/C	71.6/E	69.6/E	Yes
			PM	30.1/C	89.8/F	87.2/F	Yes
37	Randolph Street/ Rugby Avenue	TRA-9: Add northbound and southbound left-turn lane with 100-foot turn bays. Metro will implement this measure subject to approval of the applicable jurisdiction (City of Huntington Park).	AM	6.7/A	59.7/E	58.2/E	Yes
			PM	3.9/A	112.1/F	79.9/E	Yes
40	Randolph Street/Pacific Boulevard	TRA-8: Extend southbound left-turn lanes to 150-foot turn bay. Metro will implement this measure subject to approval of the applicable jurisdiction (City of Huntington Park).	AM	26.0/C	67.3/E	58.6/E	Yes
			PM	32.5/C	57.6/E	50.3/D	Yes

No	Intersection	Mitigation Description	Peak	No Build Delay/ LOS ^a	LPA Without Mitigation (Delay in Sec/LOS)	LPA With Mitigation (Delay in Sec/LOS)	Adverse Effect With Mitigation?
42	Randolph Street/Seville Avenue	TRA-7: Add northbound and southbound left-turn lane with 150-foot left-turn bays. Metro will implement this measure subject to approval of the applicable jurisdiction (City of Huntington Park).	AM	37.5/D	135.8/F	100.1/F	Yes
			PM	34.9/C	108.8/F	106.2/F	Yes
43	Randolph Street/Miles Avenue	TRA-6: Extend northbound left-turn lane to 150-foot turn bay. Metro will implement this measure subject to approval of the applicable jurisdiction (City of Huntington Park).	AM	36.7/D	107.8/F	91.5/F	Yes
			PM	36.2/D	119.8/F	116.5/F	Yes
45	Randolph Street/State Street	TRA-5: Add a westbound left-turn lane with a 150-foot turn bay. Metro will implement this measure subject to approval of the applicable jurisdiction (City of Huntington Park).	AM	43.6/D	212.2/F	128.8/F	Yes
			PM	19.4/B	130.9/F	73.7/E	Yes

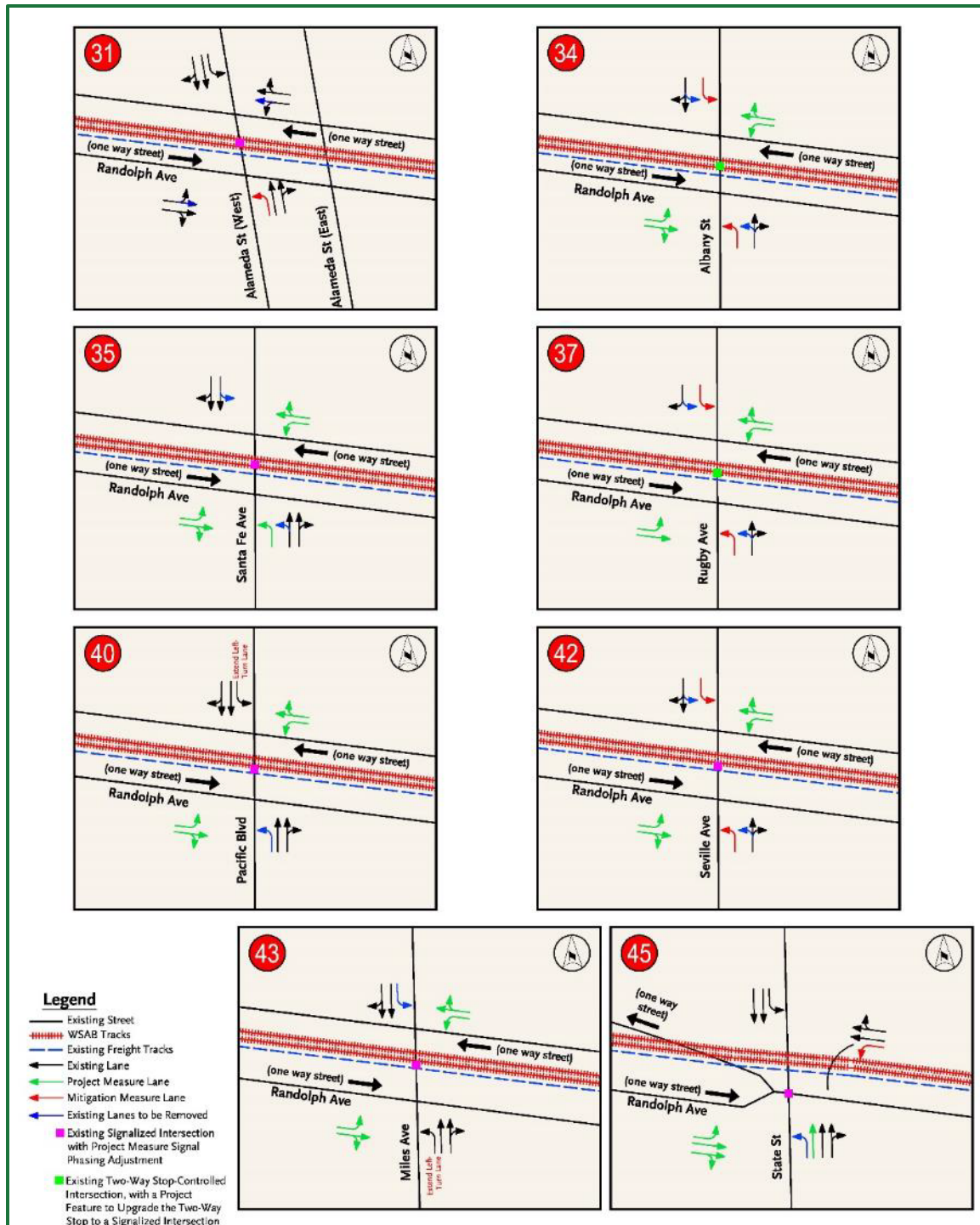
Source: Compiled by Jacobs in 2020 and updated in 2023

Notes: The highlighted cells in red with "Yes" text indicate that adverse effects will still occur at the intersection after implementation of mitigation.

a = This column shows the peak hour delay in seconds per vehicle, followed by the LOS.

AM = morning; LPA = Locally Preferred Alternative; LOS = level-of-service; PM = afternoon; Sec = seconds

Figure 8-2. Intersection Nos. 31, 34, 35, 37, 40, 42, 43, and 45 Lane Configuration with Mitigation Measures



Source: Prepared by Jacobs in 2020 and updated in 2023

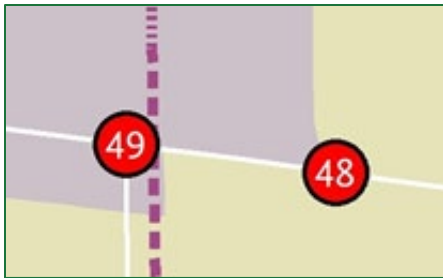
For Intersection No. 35 (Randolph Street/Santa Fe Avenue), Mitigation Measure TRA-11 was identified in the Draft EIS/EIR. The measure, which proposed the addition of northbound and southbound left-turn bays, was discussed with the City of Huntington Park after circulation of the Draft EIS/EIR. The new northbound left-turn bay was recommended by the city and included as part of Project Measure TR PM-4. The second part of the previously proposed mitigation measure, to add a southbound left-turn bay, was deemed infeasible by the City of Huntington Park and therefore eliminated as part of the mitigation. The updated mitigation is presented in Table 8.3 as Mitigation Measure TRA-10.

While delays associated with the LPA are reduced, impacts will remain after implementation of mitigation. Adding additional lanes or lane extensions would not provide substantial reduction in vehicle delay without the need to also acquire right-of-way. Therefore, impacts will remain adverse after mitigation.

Intersection Nos. 48 and 49

This group of intersections is located adjacent to the Gage crossing (Figure 8-3) and includes the No. 48 – Gage Avenue/California Avenue and No. 49 – Gage Avenue/Salt Lake Avenue (West) intersections. The LPA is projected to result in adverse effects at these intersections during both peak periods. Specifically, with the LPA, the LRT will travel through the at-grade crossing between the two intersections. Table 8.4 shows how traffic operations will be affected by the LPA. The highlighted cells in red with “Yes” text indicate there will be adverse effects on the intersection.

Figure 8-3. Intersection Nos. 48 and 49



Source: Prepared by Jacobs in 2020

Table 8-4. 2042 Operations Without Mitigation Intersection Nos. 48 and 49

No	Intersection	Peak	No Build (Delay in Sec/LOS)	LPA Without Mitigation (Delay in Sec/LOS)	Adverse Effect?
48	Gage Avenue/California Avenue	AM	19.6/B	69.4/E	Yes
		PM	97.5/F	120.3/F	Yes
49	Gage Avenue/Salt Lake Avenue (West)	AM	16.3/B	64.9/E	Yes
		PM	34.2/C	114.4/F	Yes

Source: Compiled by Jacobs in 2020

Notes: The highlighted cells in red with “Yes” text indicate there will be adverse effects at the intersection.

AM = morning; LPA = Locally Preferred Alternative; LOS = level-of-service; PM = afternoon; Sec = seconds

Multiple potential mitigation measures were considered, as summarized in Appendix A – Attachment 6. Based on the traffic operations analysis, the preliminary recommendation includes the options in Table 8-5. The highlighted cells in green with “No” text indicate the intersection was mitigated, and no adverse effects would occur. The highlighted cells in red with “Yes” text indicate the intersection was not mitigated, and adverse effects would occur. The preliminary mitigation options would address the impacts, except for both peak period impacts at Intersection No. 49, where delays would be reduced but not fully mitigated.

Table 8-5. Preliminary Mitigation Options for Intersection Nos. 48 and 49

No	Intersection	Mitigation Description	Peak	No Build (Delay in Sec/LOS)	LPA With Mitigation (Delay in Sec/LOS)	Adverse Effect?
48	Gage Avenue/ California Avenue	Add a westbound through lane, which will continue through the west intersection	AM	19.6/B	21.9/C	No
			PM	97.5/F	36.1/D	No
49	Gage Avenue/ Salt Lake Avenue (West)	Add an eastbound and westbound through lane	AM	16.3/B	25.5/C	Yes
			PM	34.2/C	72.7/E	Yes

Source: Compiled by Jacobs in 2020

Notes: The highlighted green cells with “No” text indicate there will not be an adverse effect after mitigation. The highlighted cells in red with “Yes” text indicate that adverse effects will still occur at the intersection after implementation of mitigation.

AM = morning; LPA = Locally Preferred Alternative; LOS = level-of-service; PM = afternoon; Sec = seconds

An engineering assessment was conducted (summarized in Appendix – A - Attachment 6) that demonstrates some of the preliminary recommendations for mitigation measures in Table 8.5 could not be reasonably implemented. The mitigation options would require the acquisition of several properties on Gage Avenue from west of Salt Lake Avenue to east of California Avenue. The eastbound and westbound through lanes would result in right-of-way impacts to several properties:

- No. 48 – Gage Avenue/California Avenue
 - **East leg:** Retail buildings, parking, and landscaping on the north side
 - **West leg:** Retail buildings, parking, and landscaping on both sides
- No. 49 – Gage Avenue/Salt Lake Avenue (West)
 - **East leg:** Retail buildings, parking, and landscaping on both sides
 - **West leg:** Parking on the north side; retail buildings, residential buildings, parking, and landscaping on the south side

Based on the above evaluation, revised mitigation options were considered; the list of the mitigation measures proposed for the LPA is summarized in Table 8.6. The highlighted cells in red with “Yes” text indicate the intersection will not be mitigated and that an adverse effect will remain. Figure 8-4 illustrates the intersection lane configurations with the mitigation measures.

Table 8-6. Mitigation Measures for Intersection Nos. 48 and 49

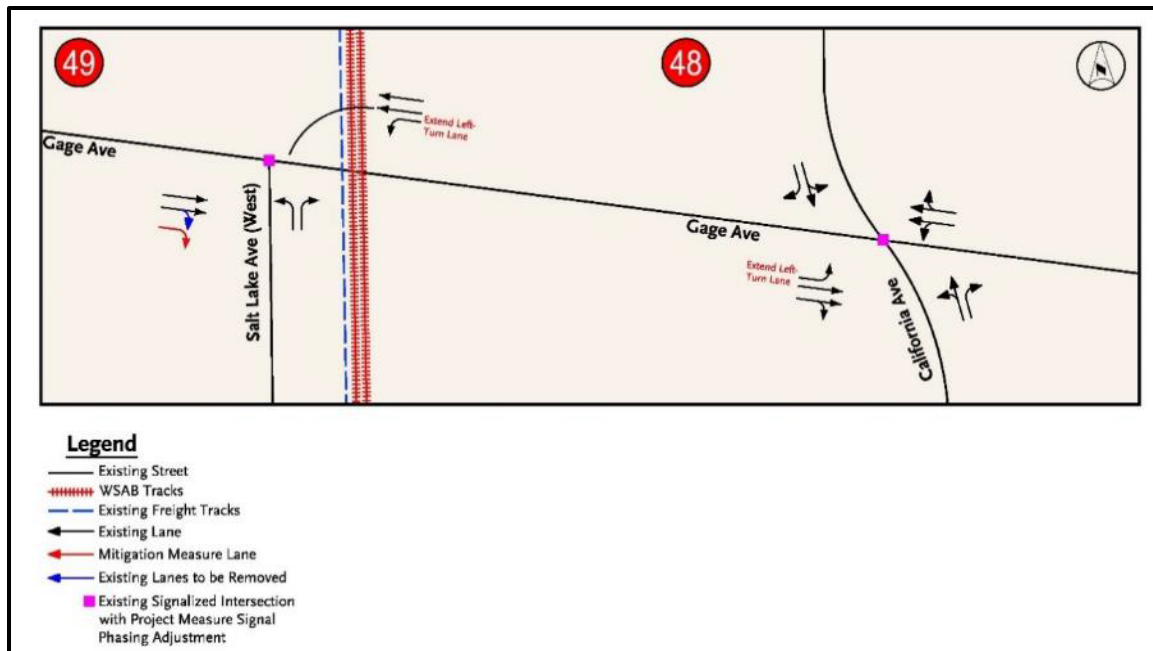
No	Intersection	Mitigation Description	Peak	No Build Delay/LOS	LPA Without Mitigation (Delay in Sec/LOS)	LPA With Mitigation (Delay in Sec/LOS)	Adverse Effect With Mitigation?
48	Gage Avenue/ California Avenue	TRA-4: Extend eastbound left-turn lane with a 150-foot turn bay. Metro will implement this measure subject to approval of the applicable jurisdiction (City of Bell).	AM	19.6/B	69.4/E	63.1/E	Yes
			PM	97.5/F	120.3/F	123.2/F	Yes
49	Gage Avenue/ Salt Lake Avenue (West)	TRA-3: Add eastbound right-turn lane with a 250-foot turn bay. Extend westbound left-turn lane with a 225-foot turn bay. Metro will implement this measure subject to approval of the applicable jurisdiction (City of Bell/Huntington Park).	AM	16.3/B	64.9/E	33.8/C	Yes
			PM	34.2/C	114.4/F	100.9/F	Yes

Source: Compiled by Jacobs in 2020

Notes: The highlighted cells in red with "Yes" text indicate that adverse effects will still occur at the intersection after implementation of mitigation.

AM = morning; LPA = Locally Preferred Alternative; LOS = level-of-service; PM = afternoon; Sec = seconds

Figure 8-4. Intersection Nos. 48 and 49 Lane Configuration with Mitigation Measures



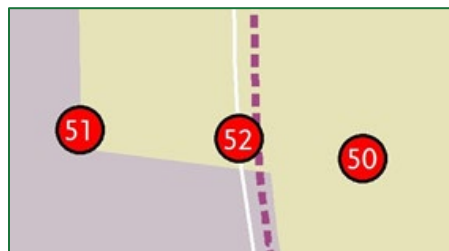
Source: Prepared by Jacobs in 2020

While the projected delays are reduced, impacts will remain. Adding additional lanes or lane extensions would not provide substantial reduction in vehicle delay without acquiring right-of-way. Therefore, adverse effects will remain after mitigation.

Intersection No. 51

This intersection, No. 51 – Bell Avenue/Bissell Street intersection, is located west of the Bell crossing (Figure 8-5). The LPA is projected to result in adverse effects at this intersection during the PM peak period, as shown in Table 8.7. With implementation of the LPA, the LRT will travel through the at-grade crossing to the east of the intersection, and there will be additional traffic volumes associated with the projected kiss-and-ride peak hour trips from the Florence/Salt Lake Station traveling through the intersections. The highlighted cell in green with “No” text indicates the intersection was not adversely affected during that peak period. The highlighted cell in red with “Yes” text indicates there will be an adverse effect on the intersection during the corresponding peak period.

Figure 8-5. Intersection No. 51



Source: Prepared by Jacobs in 2020

Table 8-7. 2042 Operations Without Mitigation Intersection No. 51

No	Intersection	Peak	No Build (Delay in Sec/LOS)	LPA Without Mitigation (Delay in Sec/LOS)	Adverse Effect?
51	Bell Avenue/ Bissell Street	AM	5.3/A	13.9/B	No
		PM	5.7/A	22.5/C	Yes

Source: Compiled by Jacobs in 2020

Notes: The highlighted green cell with “No” text indicates the intersection was not adversely affected. The highlighted cell in red with “Yes” text indicates there will be adverse effects at the intersection.

AM = morning; LPA = Locally Preferred Alternative; LOS = level-of-service; PM = afternoon; Sec = seconds

Multiple potential mitigation options were considered, as summarized in Appendix A – Attachment 6. Right-of-way acquisitions associated with these mitigations are not anticipated as the mitigation options can be accommodated within the existing right-of-way. The mitigation measure is summarized in Table 8.8. The highlighted cells in green with “No” text indicate the intersection was mitigated, and no adverse effects will occur. Figure 8-6 illustrates the intersection lane configuration with the mitigation measure.

Table 8-8. Mitigation Measures for Intersection No. 51

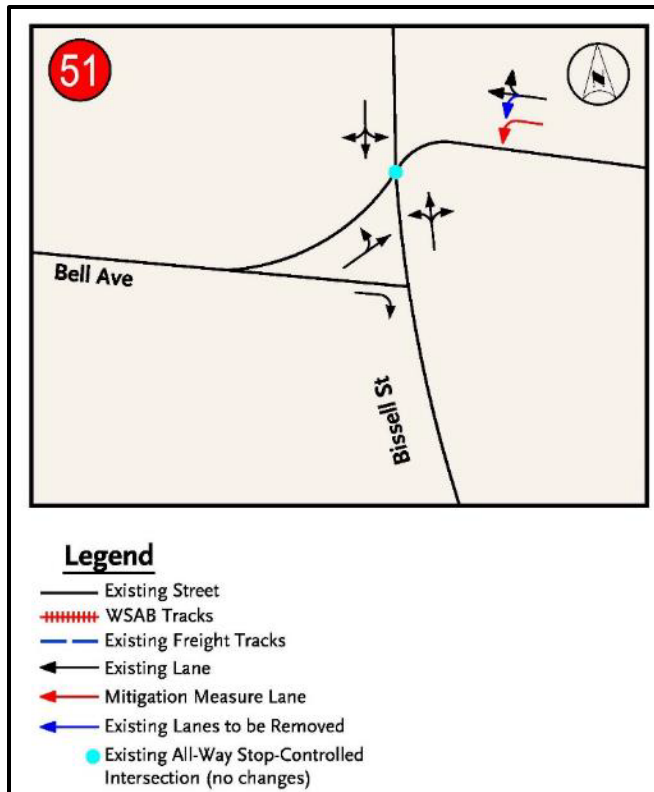
No	Intersection	Mitigation Description	Peak	No Build Delay/ LOS	LPA Without Mitigation (Delay in Sec/LOS)	LPA With Mitigation (Delay in Sec/LOS)	Adverse Effect With Mitigation?
51	Bell Avenue/ Bissell Street	TRA-2: Add a westbound left-turn lane. Convert westbound left-through-right lane into a through-right lane. Metro will implement this measure subject to approval of the applicable jurisdiction (City of Bell).	AM	5.3/A	13.9/B	6.8/A	No
			PM	5.7/A	22.5/C	9.6/A	No

Source: Compiled by Jacobs in 2020 and updated in 2023

Notes: The highlighted green cells with “No” text indicate there will not be an adverse effect after mitigation.

AM = morning; LPA = Locally Preferred Alternative; LOS = level-of-service; PM = afternoon; Sec = seconds

Figure 8-6. Intersection No. 51 Lane Configuration with Mitigation Measures

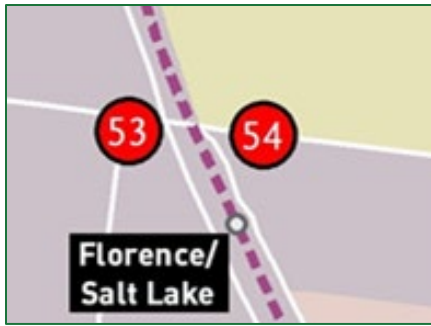


Source: Prepared by Jacobs in 2020

Intersection Nos. 53 and 54

This group of intersections is located north of the Florence/Salt Lake Station (Figure 8-7) and includes the No. 53 – Florence Avenue/California Avenue (West) and No. 54 – Florence Avenue/California Avenue (East) intersections. The LPA is projected to result in adverse effects on these intersections during one or both peak periods, as shown in Table 8.9. The highlighted cell in green with “No” text indicates the intersection was not adversely affected during that peak period. The highlighted cells in red with “Yes” text indicate there will be adverse effects on the intersection during the corresponding peak period. With implementation of the LPA, the LRT will travel through the at-grade crossing between the two intersections, and additional traffic volumes will be associated with the projected kiss-and-ride peak hour trips at the Florence/Salt Lake Station. Table 8.9 shows how traffic operations will be affected by the LPA.

Figure 8-7. Intersection Nos. 53 and 54



Source: Prepared by Jacobs in 2020

Table 8-9. 2042 Operations Without Mitigation Intersection Nos. 53 and 54

No	Intersection	Peak	No Build (Delay in Sec/LOS)	LPA Without Mitigation (Delay in Sec/LOS)	Adverse Effect?
53	Florence Avenue/ California Avenue (West)	AM	37.1/D	103.2/F	Yes
		PM	42.3/D	80.8/F	Yes
54	Florence Avenue/ California Avenue (East)	AM	65.2/E	143.2/F	Yes
		PM	44.3/D	31.4/C	No

Source: Compiled by Jacobs in 2020

Notes: The highlighted green cell with “No” text indicates the intersection was not adversely affected. The highlighted cells in red with “Yes” text indicate there will be adverse effects at the intersection.

AM = morning; LPA = Locally Preferred Alternative; LOS = level-of-service; PM = afternoon; Sec = seconds

Multiple potential mitigation options were considered, as summarized in Appendix A – Attachment 6. Based on the traffic operations analysis, the preliminary recommendation includes the modifications in Table 8.10. The highlighted cells in green with “No” text indicate the intersection was mitigated, and no adverse effects would occur. The highlighted cells in red with “Yes” text indicate the intersection was not mitigated, and that adverse effects would remain. The preliminary mitigation options would eliminate most impacts for the LPA, except for the PM peak period at Intersection No. 53, where delays would be reduced but not fully addressed.

Table 8-10 Preliminary Mitigation Options for Intersection Nos. 53 and 54

No	Intersection	Mitigation Description	Peak	No Build (Delay in Sec/LOS)	LPA With Mitigation (Delay in Sec/LOS)	Adverse Effect?
53	Florence Avenue/ California Avenue (West)	Add an eastbound through lane, which would continue through the east intersection.	AM	37.1/D	37.1/D	No
			PM	42.3/D	50.1/D	Yes
54	Florence Avenue/ California Avenue (East)	Extend the northbound left-turn lane to 300 feet. Add a westbound through lane, which would continue through the west intersection.	AM	65.2/E	50.2/D	No
			PM	44.3/D	38.2/D	No

Source: Compiled by Jacobs in 2020

Notes: The highlighted green cells with “No” text indicate there would not be an adverse effect after mitigation. The highlighted cell in red with “Yes” text indicates that adverse effects would still occur at the intersection after implementation of mitigation. AM = morning; LPA = Locally Preferred Alternative; LOS = level-of-service; PM = afternoon; Sec = seconds

An engineering assessment was conducted (summarized in Appendix – A - Attachment 6) that demonstrates some of the preliminary recommendations for mitigation options would not be practicable to implement. The mitigation options would require the acquisition of several properties on Florence Avenue from west of California Avenue (West) to east of California Avenue (East). At Intersection No. 54 – Florence Avenue/California Avenue (East), water storage facilities would need to be relocated. The preliminary mitigation options, which would include eastbound and westbound through lanes, would result in right-of-way impacts to several properties as described below:

- No. 53 – Florence Avenue/California Avenue (West)
 - **East leg:** Streetscape and landscaping on the north side; retail parking and landscaping on the south side
 - **West leg:** Community park parking and landscaping on the north side; retail buildings, parking, and landscaping on the south side
- No. 54 – Florence Avenue/California Avenue (East)
 - **East leg:** Retail parking and building on the north side; water facility relocation, retail parking, and building on the south side
 - **West leg:** Retail parking and building on the north side; water facility relocation on the south side

Based on that evaluation, the list of originally evaluated mitigation options was revised as summarized in Table 8.11. The highlighted cell in green with “No” text indicates the intersection was mitigated and no adverse effects will remain. The highlighted cells in red with “Yes” text indicate the intersection was not mitigated and that an adverse effect will remain. Figure 8-8 illustrates the intersection lane configurations with the mitigation measures.

Table 8-11. Mitigation Measures for Intersection Nos. 53 and 54

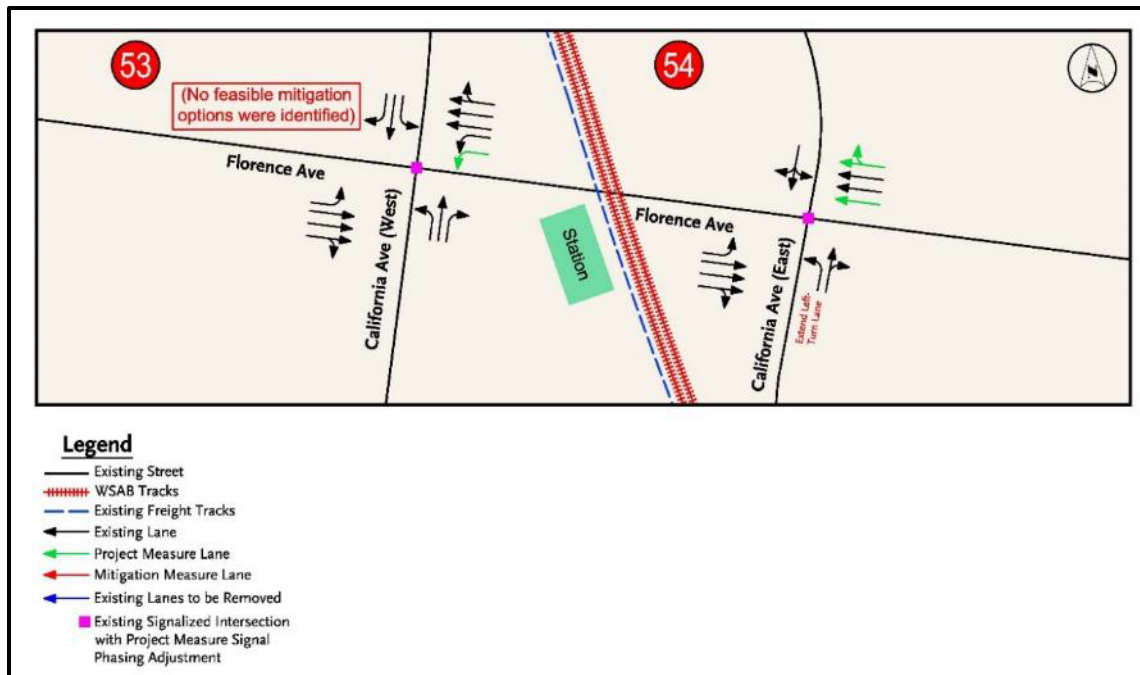
No	Intersection	Mitigation Description	Peak	No Build Delay/ LOS	LPA Without Mitigation (Delay in Sec/LOS)	LPA With Mitigation (Delay in Sec/LOS)	Adverse Effect With Mitigation?
53	Florence Avenue/ California Avenue (West)	No feasible mitigation options were identified.	AM	37.1/D	103.2/F	101.7/F	Yes
			PM	42.3/D	80.8/F	50.3/D	Yes
54	Florence Avenue/ California Avenue (East)	TRA-1: Extend the northbound left-turn lane to 300 feet. Metro will implement this measure subject to approval of the applicable jurisdiction (City of Huntington Park).	AM	65.2/E	143.2/F	142.3/F	Yes
			PM	44.3/D	31.4/C	31.8/C	No

Source: Compiled by Jacobs in 2020

Notes: The highlighted green cell with “No” text indicates there will not be an adverse effect after mitigation. The highlighted cells in red with “Yes” text indicate that adverse effects will still occur at the intersection after implementation of mitigation.

AM = morning; LPA = Locally Preferred Alternative; LOS = level-of-service; PM = afternoon; Sec = seconds

Figure 8-8. Intersection Nos. 53 and 54 Lane Configuration with Mitigation Measures



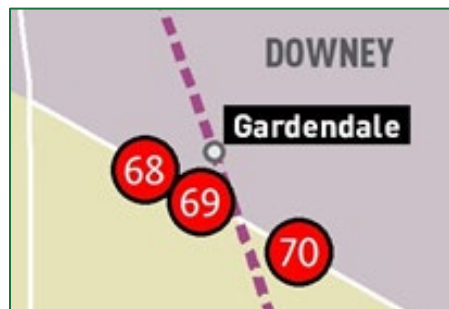
Source: Prepared by Jacobs in 2020

Based on the preliminary evaluation, adverse effects will remain at both intersections. Adding additional lanes or lane extensions would not provide substantial reduction in vehicle delay without acquiring right-of-way. Therefore, adverse impacts will remain after mitigation.

Intersection Nos. 68 and 70

This group of intersections is located adjacent to the Gardendale Station/Crossing (Figure 8-9) and includes the No. 68 – Gardendale Street/Center Street and No. 70 – Gardendale Street/Industrial Avenue intersections. The LPA is projected to result in adverse effects on these intersections during both peak periods, as shown in Table 8-12. The highlighted cells in red with “Yes” text indicate there will be adverse effects on the intersection.

Figure 8-9. Intersection Nos. 68 and 70



Source: Prepared by Jacobs in 2020

Table 8-12. 2042 Operations Without Mitigation Intersection Nos. 68 and 70

No	Intersection	Peak	No Build (Delay in Sec/LOS)	LPA Without Mitigation (Delay in Sec/LOS)	Adverse Effect?
68	Gardendale Street/ Center Street	AM	23.5/C	48.8/E	Yes
		PM	17.2/C	41.0/E	Yes
70	Gardendale Street/ Industrial Avenue	AM	75.5/F	594.2/F	Yes
		PM	28.9/D	50.9/F	Yes

Source: Compiled by Jacobs in 2020

Notes: The highlighted cells in red with “Yes” text indicate there will be adverse effects on the intersection.

AM = morning; LPA = Locally Preferred Alternative; LOS = level-of-service; PM = afternoon; Sec = seconds

Multiple potential mitigation options were considered, as summarized in Appendix A – Attachment 6. No substantial right-of-way impacts are anticipated. All mitigation measures will be accommodated within the existing right-of-way. The mitigation measures, which will eliminate the anticipated impacts, are summarized in Table 8-13. The highlighted cells in green with “No” text indicate the intersection was mitigated and no adverse effects will occur. Figure 8-10 illustrates the intersection lane configurations with the mitigation measures.

Table 8-13. Mitigation Measures for Intersection Nos. 68 and 70

No	Intersection	Mitigation Description	Peak	No Build (Delay in Sec/LOS)	LPA Without Mitigation (Delay in Sec/LOS)	LPA With Mitigation (Delay in Sec/LOS)	Adverse Effect With Mitigation?
68	Gardendale Street/ Center Street	TRA-12: Convert the two-way stop-controlled intersection to a signalized intersection. Add a westbound through lane. Metro will implement this measure subject to approval of the applicable jurisdiction (City of South Gate and City of Downey).	AM	23.5/C	48.8/E	7.8/A	No
			PM	17.2/C	41.0/E	15.6/B	No

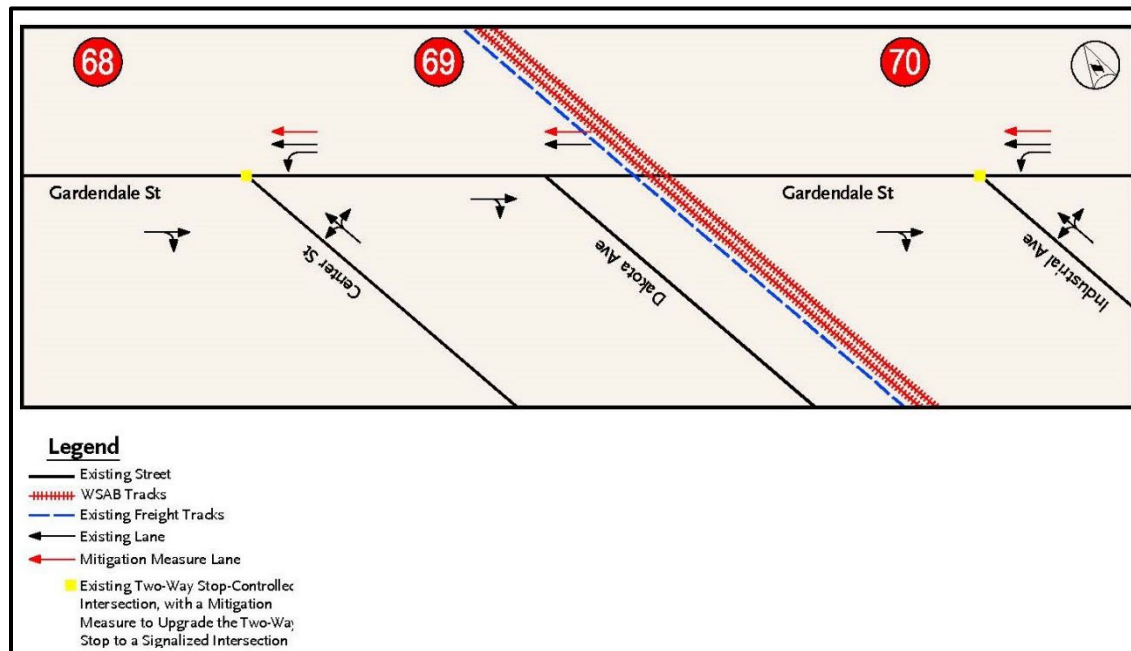
No	Intersection	Mitigation Description	Peak	No Build (Delay in Sec/LOS)	LPA Without Mitigation (Delay in Sec/LOS)	LPA With Mitigation (Delay in Sec/LOS)	Adverse Effect With Mitigation?
70	Gardendale Street/ Industrial Avenue	TRA-13: Convert the two-way stop-controlled intersection to a signalized intersection. Add a westbound through lane, the length of which will continue through the grade crossing. Metro will implement this measure subject to approval of the applicable jurisdiction (City of South Gate and City of Downey).	AM	75.5/F	594.2/F	4.0/A	No
			PM	28.9/D	50.9/F	5.9/A	No

Source: Compiled by Jacobs in 2020, updated in 2023

Notes: The highlighted green cells with "No" text indicate there will not be an adverse effect after mitigation.

AM = morning; LPA = Locally Preferred Alternative; LOS = level-of-service; PM = afternoon; Sec = seconds

Figure 8-10. Intersection Nos. 68 and 70 Lane Configuration with Mitigation Measures



Source: Prepared by Jacobs in 2020

Intersection Nos. 81 and 82

This group of intersections is located adjacent to the Alondra and Clark crossings (Figure 8-11) and includes the No. 81 – Flora Vista Street/Clark Avenue and No. 82 – Alondra Boulevard/Clark Avenue intersections. The LPA is projected to result in adverse effects to these intersections during both peak periods, as shown in Table 8-14. The highlighted cells in red with “Yes” text indicate there will be adverse effects on the intersection.

Figure 8-11. Intersection Nos. 81 and 82



Source: Prepared by Jacobs in 2020

Table 8-14. 2042 Operations Without Mitigation Intersection Nos. 81 and 82

No	Intersection	Peak	No Build (Delay in Sec/LOS)	LPA Without Mitigation (Delay in Sec/LOS)	Adverse Effect?
81	Flora Vista Street/Clark Avenue	AM	7.6/A	172.1/F	Yes
		PM	22.4/C	389.0/F	Yes
82	Alondra Boulevard/Clark Avenue	AM	46.2/D	61.1/E	Yes
		PM	69.3/E	83.3/F	Yes

Source: Compiled by Jacobs in 2020

Notes: The highlighted green cells with “No” text indicate the intersection was not adversely affected. The highlighted cells in red with “Yes” text indicate there will be adverse effects on the intersection.

AM = morning; LPA = Locally Preferred Alternative; LOS = level-of-service; PM = afternoon; Sec = seconds

Multiple potential mitigation options were considered, as summarized here and provided in greater detail in Appendix A – Attachment 6. An engineering assessment was also conducted (summarized in Appendix A - Attachment 6) that demonstrated that some of the preliminary recommendations for mitigation options will be feasible because no right-of-way impacts are anticipated as the mitigation options can be accommodated within the existing right-of-way. The mitigation measures, which will address impacts, are summarized in Table 8-15. The highlighted cells in green with “No” text indicate the intersection was mitigated and no adverse effects will occur. Figure 8-12 illustrates the intersection lane configurations with the mitigation measures.

Table 8-15. Mitigation Measures for Intersection Nos. 81 and 82

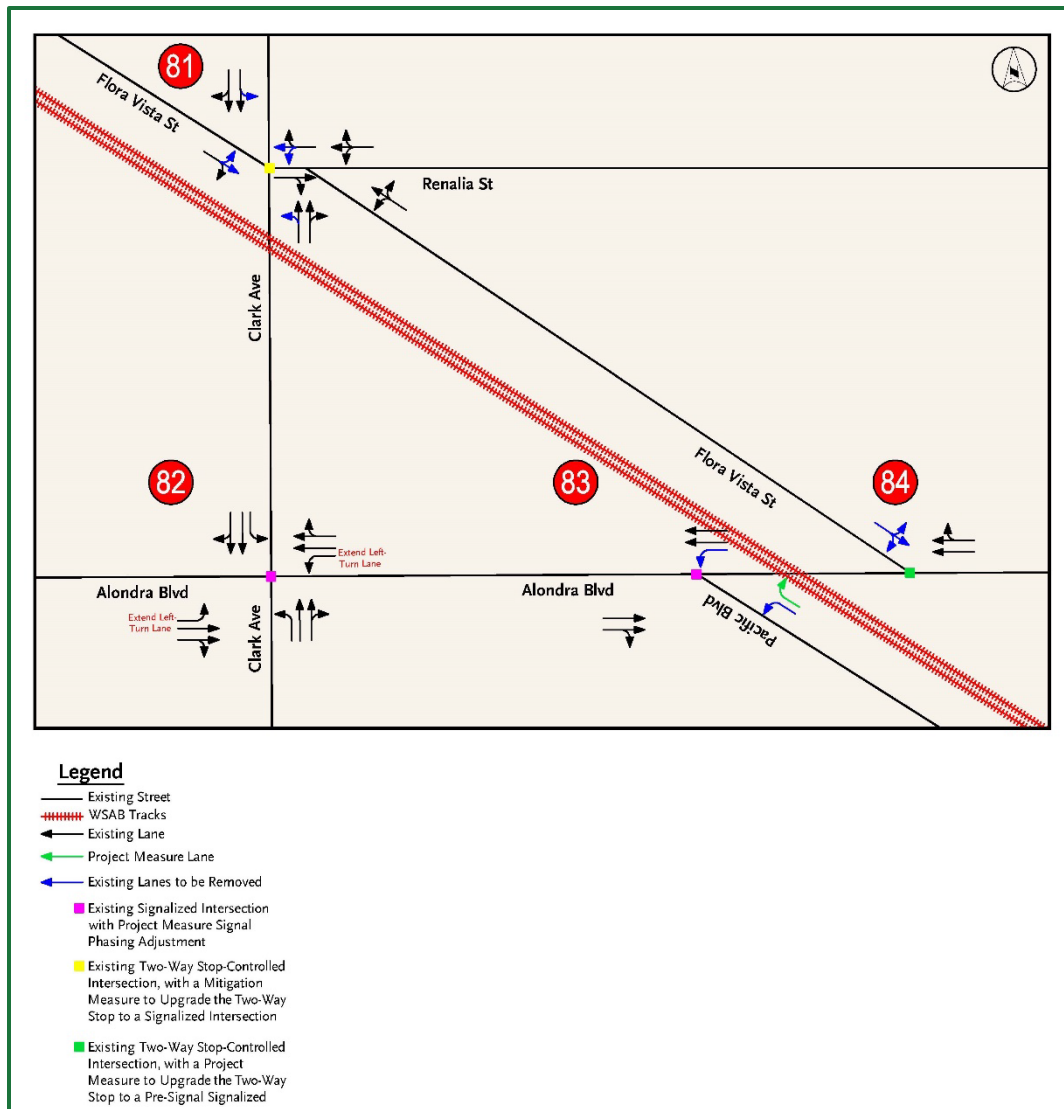
No	Intersection	Mitigation Description	Peak	No Build (Delay in Sec/LOS)	LPA Without Mitigation (Delay in Sec/LOS)	LPA With Mitigation (Delay in Sec/LOS)	Adverse Effect With Mitigation?
81	Flora Vista Street/Clark Avenue	TRA-14: Convert the two-way stop-controlled intersection to a signalized intersection. Metro would implement this measure subject to approval of the applicable jurisdiction (City of Bellflower).	AM	7.6/A	172.1/F	10.1/B	No
			PM	22.4/C	389.0/F	12.3/B	No
82	Alondra Boulevard/ Clark Avenue	TRA-15: Extend eastbound left-turn lane to 150 feet. Extend westbound left-turn lane to 200 feet. Metro would implement this measure subject to approval of the applicable jurisdiction (City of Bellflower).	AM	46.2/D	61.1/E	46.1/D	No
			PM	69.3/E	83.3/F	49.7/D	No

Source: Compiled by Jacobs in 2020, updated in 2023

Notes: The highlighted green cells with “No” text indicate there will not be an adverse effect after mitigation.

AM = morning; LPA = Locally Preferred Alternative; LOS = level-of-service; PM = afternoon; Sec = seconds

Figure 8-12. Intersection Nos. 81 and 82 Lane Configuration with Mitigation Measures

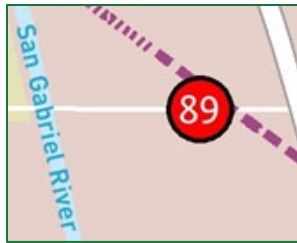


Source: Prepared by Jacobs in 2020, and updated in 2023

Intersection No. 89

This intersection is located adjacent to the Artesia crossing (Figure 8-13). No. 89 – Artesia Boulevard/Dumont Avenue was analyzed independently because no existing intersections are nearby. The LPA is projected to result in adverse effects to the intersection during both peak periods, as shown in Table 8-16. The highlighted cells in red with “Yes” text indicate there will be adverse effects on the intersection.

Figure 8-13. Intersection No. 89



Source: Prepared by Jacobs in 2020

Table 8-16. 2042 Operations Without Mitigation Intersection No. 89

No	Intersection	Peak	No Build (Delay in Sec/LOS)	LPA With Mitigation (Delay in Sec/LOS)	Adverse Effect?
89	Artesia Boulevard/ Dumont Avenue	AM	14.7/B	24.2/C	Yes
		PM	21.6/C	58.2/E	Yes

Source: Compiled by Jacobs in 2020

Notes: The highlighted cells in red with “Yes” text indicate there will be adverse effects on the intersection.

AM = morning; LPA = Locally Preferred Alternative; LOS = level-of-service; PM = afternoon; Sec = seconds

Multiple potential mitigation options were considered, as provided in greater detail in Appendix A – Attachment 6. The options will be feasible, and minimal right-of-way impacts are anticipated. The necessary right-of-way acquisition will include property on Artesia Boulevard west of Dumont Avenue, but these acquisitions will be limited to the existing landscaped areas along this street. The mitigation measure, which will address the projected impacts, is summarized in Table 8-17. The highlighted cells in green with “No” text indicate the intersection was mitigated and no adverse effects will occur. Figure 8-14 illustrates the intersection lane configurations with the mitigation measures.

Table 8-17. Mitigation Measures for Intersection No. 89

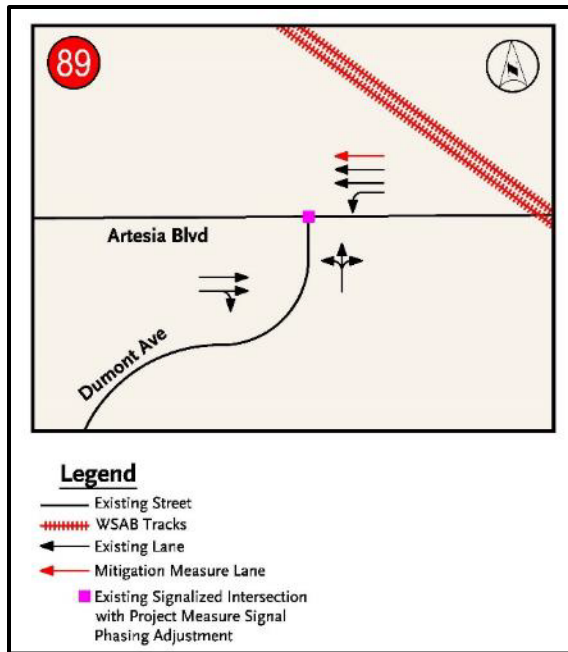
No	Intersection	Mitigation Description	Peak	No Build (Delay in Sec/LOS)	LPA Without Mitigation (Delay in Sec/LOS)	LPA With Mitigation (Delay in Sec/LOS)	Adverse Effect With Mitigation?
89	Artesia Boulevard/ Dumont Avenue	TRA-16: Add westbound through lane. Metro will implement this measure subject to approval of the applicable jurisdiction (City of Cerritos).	AM	14.7/B	24.2/C	15.9/B	No
			PM	21.6/C	58.2/E	26.4/C	No

Source: Compiled by Jacobs in 2020, updated in 2023

Notes: The highlighted green cells with “No” text indicate there will not be an adverse effect after mitigation.

AM = morning; LPA = Locally Preferred Alternative; LOS = level-of-service; PM = afternoon; Sec = seconds

Figure 8-14. Intersection No. 89 Lane Configuration with Mitigation Measures

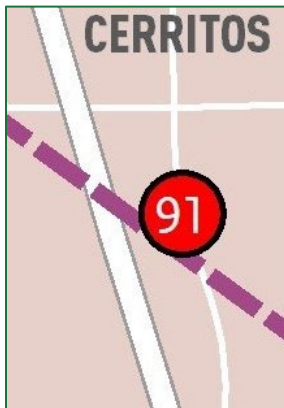


Source: Prepared by Jacobs in 2020

Intersection No. 91

This intersection is located adjacent to the Studebaker Road grade crossing (Figure 8-15). Intersection No. 91 – Business Circle/Studebaker Road was analyzed independently. The LPA is projected to result in adverse effects to the intersection during the PM peak period, as shown highlighted in red in Table 8-18.

Figure 8-15. Intersection No. 91



Source: Prepared by Jacobs in 2020

Table 8-18. 2042 Operations Without Mitigation Intersection No. 91

No	Intersection	Peak	No Build (Delay in Sec/LOS)	LPA Without Mitigation (Delay in Sec/LOS)	Adverse Effect?
91	Business Circle/ Studebaker Road	AM	8.4/A	3.3/A	No
		PM	8.0/A	15.3/C	Yes

Source: Compiled by Jacobs in 2020

Notes: The highlighted green cell with “No” text indicates the intersection was not adversely affected. The highlighted cell in red with “Yes” text indicates there will be adverse effects on the intersection.

AM = morning; LPA = Locally Preferred Alternative; LOS = level-of-service; PM = afternoon; Sec = seconds

Multiple potential mitigation options were considered. The mitigation measure, which will address the projected impacts, is summarized in Table 8-19 and provided in greater detail in Appendix A – Attachment 6. An engineering assessment was conducted (summarized in Appendix– A - Attachment 6) that demonstrated that some of the preliminary recommendations for mitigation options will be feasible because no right-of-way impacts are anticipated as the mitigation options can be accommodated within the existing right-of-way. The highlighted cells in green with “No” text indicate the intersection was mitigated and no adverse effects will occur. Figure 8-16 illustrates the intersection lane configurations with the mitigation measures.

Table 8-19. Mitigation Measure for Intersection No. 91

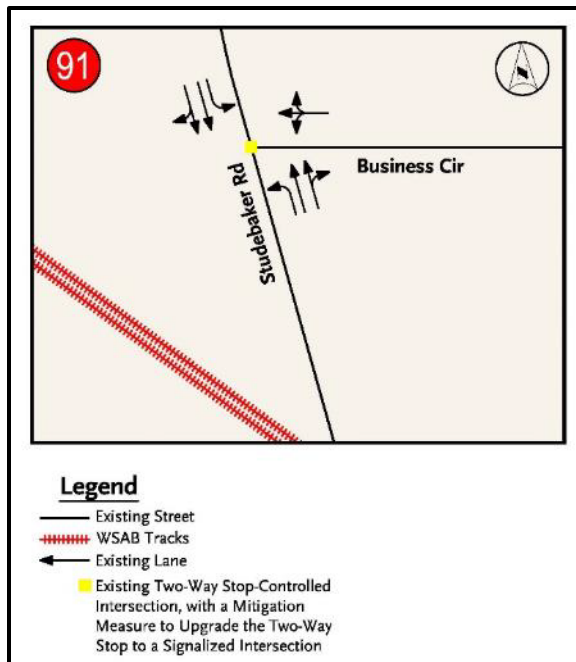
No	Intersection	Mitigation Description	Peak	No Build (Delay in Sec/LOS)	LPA Without Mitigation (Delay in Sec/LOS)	LPA With Mitigation (Delay in Sec/LOS)	Adverse Effect?
91	Business Circle/ Studebaker Road	TRA-17: Convert the two-way stop-controlled intersection to a signalized intersection. Metro would implement this measure subject to approval of the applicable jurisdiction (City of Cerritos).	AM	8.4/A	3.3/A	6.3/A	No
			PM	8.0/A	15.3/C	8.9/A	No

Source: Compiled by Jacobs in 2020, updated in 2023

Notes: The highlighted green cells with “No” text indicate there will not be an adverse effect after mitigation.

AM = morning; LPA = Locally Preferred Alternative; LOS = level-of-service; PM = afternoon; Sec = seconds

Figure 8-16. Intersection No. 91



Source: Prepared by Jacobs in 2020

Conclusion

Table 8-20 identifies the mitigation proposed to address traffic impacts and if impacts will remain after mitigation. With mitigation, adverse effects will be fully mitigated in both peak periods at 7 intersections and adverse impacts will remain at 12 intersections in one or both peak periods. No feasible mitigation was identified for two intersections.

Table 8-20. Traffic Mitigation Measures and Impacts After Mitigation

No	Intersection	Mitigation Description	Peak	Adverse Effect With Mitigation?
31	Randolph Street/ Alameda Street (West)	TRA-11: Add northbound left-turn lane with 150-foot turn bay. Metro will implement this measure subject to approval of the applicable jurisdiction (City of Huntington Park).	AM	Yes
			PM	Yes
34	Randolph Street/ Albany Street	No feasible mitigation options were identified.	AM	Yes
			PM	Yes
35	Randolph Street/Santa Fe Avenue	TRA-10: Add northbound and southbound left-turn lane with 100-foot turn bays. Metro will implement this measure subject to approval of the applicable jurisdiction (City of Huntington Park).	AM	Yes
			PM	Yes

No	Intersection	Mitigation Description	Peak	Adverse Effect With Mitigation?
37	Randolph Street/ Rugby Avenue	TRA-9: Add northbound and southbound left-turn lane with 100-foot turn bays. Metro will implement this measure subject to approval of the applicable jurisdiction (City of Huntington Park).	AM	Yes
			PM	Yes
40	Randolph Street/Pacific Boulevard	TRA-8: Extend southbound left-turn lanes to 150-foot turn bay. Metro will implement this measure subject to approval of the applicable jurisdiction (City of Huntington Park).	AM	Yes
			PM	Yes
42	Randolph Street/Seville Avenue	TRA-7: Add northbound and southbound left-turn lane with 150-foot left-turn bays. Metro will implement this measure subject to approval of the applicable jurisdiction (City of Huntington Park).	AM	Yes
			PM	Yes
43	Randolph Street/Miles Avenue	TRA-6: Extend northbound left-turn lane to 150-foot turn bay. Metro will implement this measure subject to approval of the applicable jurisdiction (City of Huntington Park).	AM	Yes
			PM	Yes
45	Randolph Street/State Street	TRA-5: Add a westbound left-turn lane with a 150-foot turn bay. Metro will implement this measure subject to approval of the applicable jurisdiction (City of Huntington Park).	AM	Yes
			PM	Yes
48	Gage Avenue/ California Avenue	TRA-4: Extend eastbound left-turn lane with a 150-foot turn bay. Metro will implement this measure subject to approval of the applicable jurisdiction (City of Bell).	AM	Yes
			PM	Yes
49	Gage Avenue/ Salt Lake Avenue (West)	TRA-3: Add eastbound right-turn lane with a 250-foot turn bay. Extend westbound left-turn lane with a 225-foot turn bay. Metro will implement this measure subject to approval of the applicable jurisdiction (City of Bell/Huntington Park).	AM	Yes
			PM	Yes

No	Intersection	Mitigation Description	Peak	Adverse Effect With Mitigation?
51	Bell Avenue/ Bissell Street	TRA-2: Add a westbound left-turn lane. Convert westbound left-through-right lane into a through-right lane. Metro will implement this measure subject to approval of the applicable jurisdiction (City of Bell).	AM	No
			PM	No
53	Florence Avenue/ California Avenue (West)	No feasible mitigation options were identified.	AM	Yes
			PM	Yes
54	Florence Avenue/ California Avenue (East)	TRA-1: Extend the northbound left-turn lane to 300 feet. Metro will implement this measure subject to approval of the applicable jurisdiction (City of Huntington Park).	AM	Yes
			PM	No
68	Gardendale Street/ Center Street	TRA-12: Convert the two-way stop-controlled intersection to a signalized intersection. Add a westbound through lane. Metro will implement this measure subject to approval of the applicable jurisdiction (City of South Gate and City of Downey).	AM	No
			PM	No
70	Gardendale Street/ Industrial Avenue	TRA-13: Convert the two-way stop-controlled intersection to a signalized intersection. Add a westbound through lane, the length of which will continue through the grade crossing. Metro will implement this measure subject to approval of the applicable jurisdiction (City of South Gate and City of Downey).	AM	No
			PM	No
81	Flora Vista Street/Clark Avenue	TRA-14: Convert the two-way stop-controlled intersection to a signalized intersection. Metro will implement this measure subject to approval of the applicable jurisdiction (City of Bellflower).	AM	No
			PM	No
82	Alondra Boulevard/ Clark Avenue	TRA-15: Extend eastbound left-turn lane to 150 feet. Extend westbound left-turn lane to 200 feet. Metro will implement this measure subject to approval of the applicable jurisdiction (City of Bellflower).	AM	No
			PM	No

No	Intersection	Mitigation Description	Peak	Adverse Effect With Mitigation?
89	Artesia Boulevard/ Dumont Avenue	TRA-16: Add westbound through lane. Metro will implement this measure subject to approval of the applicable jurisdiction (City of Cerritos).	AM	No
			PM	No
91	Business Circle/ Studebaker Road	TRA-17: Convert the two-way stop-controlled intersection to a signalized intersection. Metro will implement this measure subject to approval of the applicable jurisdiction (City of Cerritos).	AM	No
			PM	No

Source: Compiled by Jacobs in 2020 and updated in 2023

Notes: The highlighted green cells with "No" text indicate the intersection was not adversely affected. The highlighted cells in red with "Yes" text indicate there will be adverse effects on the intersection.

AM = morning; PM = afternoon

8.2.1.2 Transit Conditions

As described in Section 5.2.2, the LPA will be beneficial to transit conditions in the Study Area because increased levels of transit service will be provided by a new LRT line. Impacts to traffic operations, described in Section 5.1.2, have the potential to delay bus service and increase unreliability. While these impacts to traffic operations will affect bus operations, they will not result in adverse effects. They will be further minimized as local bus service schedules are reviewed and adjusted by regional and local transit agencies. Therefore, no substantial impacts have been identified, so no adverse effects will result, and no mitigation measures will be required.

8.2.1.3 Active Transportation

As described in Section 5.3.2, where features associated with the LPA will encroach on existing bicycle or pedestrian facilities and those facilities will be realigned or reconstructed, the LPA will not result in adverse impacts. In addition, beneficial impacts can occur where new facilities are added or existing facilities are upgraded.

To accommodate the track alignment, the LPA will require the removal of an approximately 930-foot-long segment of the existing Paramount Bike Trail between Somerset Boulevard and Lakewood Boulevard. As part of Mitigation Measure LU-1 (Consistency with Bike Plans), described in the Final Land Use Impact Analysis Report (Metro 2024b), this segment of the existing bike trail will be realigned to the northern side of the PEROW.

East of Bellflower Boulevard, the Bellflower Bike Trail will be realigned to the south side of the PEROW to accommodate an existing historic building located near the southeast corner of Bellflower Boulevard and the PEROW. The realigned bike trail will then match the existing bike trail east of the historic building near Bellflower Boulevard. As part of Mitigation Measure LU-1 (Consistency with Bike Plans), this segment of the existing bike trail will be realigned.

With mitigation, there will not be adverse impacts to active transportation facilities.

8.2.1.4 Parking

Section 5.4.2 describes the expected parking impacts associated with the LPA. Parking impacts are associated with additional demand for parking at new stations and the loss of parking from station, track, and facilities construction to support operations of the LPA.

The LPA will result in the permanent loss of approximately 545 existing parking spaces (approximately 450 on-street and 95 off-street spaces) and the addition of approximately 2,800 new dedicated transit parking spaces throughout the Affected Area for parking.

Mitigation Measures TRA-19 (Parking Monitoring and Community Outreach) and TRA-20 (Parking Mitigation Program [Permanent]) will be implemented to reduce the effects from the loss of on-street parking spaces and station parking demand.

Measure TRA-19: Parking Monitoring and Community Outreach

- Within the one-half-mile area surrounding each project station, an assessment will be conducted to monitor on-street and off-street parking activity resulting from project operation. The assessment will compare parking availability prior to the opening of service to the availability six months following the opening of service. Surveys will be conducted at each station area to identify where WSAB parking demand is at least 20 percent greater than the demand before opening of service (i.e., the new transit service has increased parking demand by 20 percent or more).
- Metro will work with the appropriate local jurisdiction, business owners, and affected communities for that station area to assess the need for an appropriate on- and off-street parking management program, considering the nearby community's and each proposed station's parking needs.
- Specific parking management strategies could include restriping, modifying parking restrictions, and adjusting the time limits for on-street parking. For off-street parking, signing and enforcement services could be included.
- Another strategy could include implementing or enhancing a residential permit parking program for the affected neighborhoods. Metro will coordinate with and support jurisdictions in outreach meetings within the affected communities to gauge the interest of residents participating in a residential permit parking program (prior to the opening of the new light rail service), regardless of whether parking shortages have been identified.
- Metro may implement a parking fee at the transit parking facilities, consistent with the Supportive Transit Parking Program Master Plan.

Measure TRA-20: Parking Mitigation Program (Permanent)

Metro will coordinate with local jurisdictions to address the physical loss of public parking spaces resulting from implementation of the Locally Preferred Alternative. This could include, but not be limited to, restriping the existing street to allow for diagonal parking, reducing the number of restricted parking areas, utilizing remnants of parcels acquired for the Project as off-street parking, and adjusting the time limits for on-street parking.

Implementation of TRA-19 (Parking Monitoring and Community Outreach) and TRA-20 (Parking Mitigation Program [Permanent]) will reduce effects on parking and also provide direct and indirect mitigation for the increase in demand and loss of off-street parking by

allowing additional on-street parking where appropriate and feasible. The timing of implementation for TRA-19 is noted in the mitigation measure; TRA-20 will be implemented prior to the start of service on the LPA. This timing will ensure that the parking, social, and economic conditions at that time are considered when identifying the most appropriate parking strategies to implement. Adverse effects will be reduced with implementation of this measure; however, adverse effects may remain.

8.2.2 Construction

The following mitigation measures will address short-term transportation impacts during construction of the LPA:

Mitigation Measure TRA-18: Transportation Management Plan(s) (TMP)

TMP(s) will be prepared to address construction impacts on transportation facilities as applicable under the jurisdiction of all involved cities and agencies.

The TMP(s) will address potential impacts from construction activities on vehicular, transit, pedestrian, and bicycle access and mobility, including but not limited to, temporary lane/roadway, sidewalk, bicycle facility, and freeway ramp closures; detours; increases in traffic volumes (including regular traffic and construction traffic, construction equipment, materials delivery vehicles, waste/haul vehicles, and employee commutes); construction parking; and emergency services (e.g., fire, police, ambulances).

The development of the TMP will be coordinated with Metro, local jurisdictions (cities and the county), agencies, and other potentially affected parties (e.g., school bus and transit operators and police, fire, and emergency services providers). The TMP(s) will identify specific TMP strategies, the party/parties responsible for implementing those strategies, the agencies and parties the TMP strategies will be coordinated with, and implementation timing.

The TMP will include specific strategies to address short-term, project-related construction effects on traffic, bicyclists, pedestrians, and area residents and businesses. The following list, which is part of this mitigation measure, identifies the types of TMP strategies that will be applicable:

- Public Information
 - Brochures and Mailers
 - Press Releases
 - Paid Advertising
 - Public Meetings/Speakers Bureau
 - Internet
 - Public Meeting Rooms
- Motorist Information
 - Portable Changeable-Message Signs
 - Ground-mounted Signs

- Incident Management
 - Traffic Management Team
- Construction
 - Lane Closure Chart
 - Reduced Speed Zone
 - Incentives and Disincentives (e.g., early completion payments and late re-opening penalties for contractors)
 - Movable Barrier
 - Temporary Pedestrian Walkways and Detour

The Resident Engineer will require the Construction Contractor to implement the strategies in the TMP prior to, during, and after construction activities, as required in the TMP.

Pedestrian and Bicycle Facility Closures: When sidewalks, crosswalks, and/or bicycle facilities are temporarily closed during construction, pedestrian and bicycle detours will be developed and clearly signed prior to closing those facilities.

TMPs are a proven strategy for minimizing impacts during construction. Metro has successfully implemented TMPs on its sponsored projects to minimize short-term transportation impacts during construction. These plans have demonstrated to be effective at reducing potential transportation impacts during construction. Metro proactively follows the strategies identified in its TMPs and makes adjustments during construction to best accommodate all vehicles and active transportation users.

With the implementation of the TMP, temporary construction-related impacts will be minimized, but adverse effects will occur resulting from construction activities on the street and highway system.

In addition to Mitigation Measure TRA-18 (TMP), as described in the Final Safety and Security Impact Analysis Report (Metro 2024c), active transportation (bicycle and pedestrian) school users will be addressed with Mitigation Measure SAF-2 (School District Coordination). This provides a means to coordinate with school districts and communicate temporary modifications during construction activities.

Measure TRA-21: Loss of Parking (Construction)

Metro will coordinate with local jurisdictions to address the loss of public parking spaces during construction. This could include, but not be limited to, restriping the existing street to allow for diagonal parking, reducing the number of restricted parking areas, phasing construction activities in a way that minimizes parking disruption, and adjusting the time limits for on-street parking.

Implementation of TRA-21 Loss of Parking (Construction) will reduce parking impacts and also provide indirect mitigation for the loss of off-street parking by allowing additional on-street parking where appropriate and feasible. Adverse effects will be reduced with implementation of this measure; however, adverse effects are likely to remain.

To minimize disruptions and maintain active rail freight operations to the extent feasible, the new freight, storage, and/or siding tracks will be constructed first. Temporary shoo-fly tracks will be constructed to allow for the construction of new freight tracks. Metro will coordinate with rail operators to maintain freight operations during construction activities for the LPA to the extent feasible.

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ATTACHMENT 1 EXISTING CONDITIONS INTERSECTION VOLUME AND LEVEL OF SERVICE (LOS)

Table A1.1. Existing Conditions Key Intersections Volumes and LOS

No.	Intersection Name	Jurisdiction	Peak Period	Peak-Hour Turning Movement Volumes												Delay (sec/veh)	LOS
				NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		
30	Randolph St/Wilmington Ave	Huntington Park	AM	134	173	106	30	51	7	58	326	77	78	209	23	20.5	C
			PM	26	33	68	62	106	14	17	261	17	82	248	6	11.5	B
31	Randolph St/Alameda St (West)	Huntington Park	AM	5	691	74	24	355	13	47	380	23	64	285	116	48.3	D
			PM	15	501	58	32	678	15	16	388	30	56	327	44	24.2	C
32	Randolph St/Alameda St (East)	Huntington Park	AM	11	2	20	1	1	9	26	423	15	12	444	5	8.8	A
			PM	22	1	48	10	0	10	8	426	36	15	334	1	9.6	A
33	Randolph St/Regent St	Huntington Park	AM	-	-	-	9	-	10	27	436	-	68	456	20	15	C
			PM	-	-	-	27	-	36	4	457	-	16	376	3	12.7	B
34	Randolph St/Albany St	Huntington Park	AM	56	20	69	2	7	5	37	451	4	44	426	8	29.1	D
			PM	9	4	24	13	23	8	23	462	15	43	392	5	23.7	C
35	Randolph St/Santa Fe Ave	Huntington Park	AM	25	1144	60	11	444	47	135	363	26	103	378	24	22.5	C
			PM	7	660	75	26	1001	37	92	367	37	114	303	27	19.1	B
36	Randolph St/Malabar St	Huntington Park	AM	11	236	27	13	124	41	104	438	21	33	415	23	21.4	C
			PM	10	61	31	45	240	42	32	445	24	67	329	19	20	C
37	Randolph St/Rugby Ave	Los Angeles	AM	41	138	94	11	-	23	50	419	-	7	428	21	62	F
			PM	15	46	103	17	-	39	23	508	-	0	323	18	14.2	B
38	Pacific Blvd/Belgrave Ave	Huntington Park	AM	36	798	59	41	372	40	81	140	26	32	109	58	6.6	A
			PM	37	486	35	112	704	63	47	146	44	51	91	48	8.2	A
39	Pacific Blvd/Clarendon Ave	Huntington Park	AM	35	901	68	21	321	20	24	149	55	35	113	64	9.1	A
			PM	33	491	59	42	615	24	28	126	39	20	70	46	7.4	A
40	Pacific Blvd/Randolph St	Huntington Park	AM	49	792	25	59	351	30	54	414	53	39	386	82	29.8	C
			PM	40	515	36	110	621	50	89	466	68	57	300	22	37.1	D
41	Randolph St/Rita Ave	Huntington Park	AM	-	-	-	19	30	15	35	434	70	96	506	42	24.9	C
			PM	-	-	-	56	143	64	58	496	72	75	315	68	47.7	E
42	Randolph St/Seville Ave	Huntington Park	AM	25	327	40	25	117	34	60	419	19	87	567	49	34.7	C
			PM	34	145	26	48	287	38	32	549	33	48	381	30	29.7	C
43	Randolph St/Miles Ave	Huntington Park	AM	45	595	58	49	394	56	184	355	35	66	475	109	34	C
			PM	36	357	53	86	869	35	58	502	54	63	364	40	28.1	C

No.	Intersection Name	Jurisdiction	Peak Period	Peak-Hour Turning Movement Volumes												Delay (sec/veh)	LOS
				NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		
44	Arbutus Ave/Randolph St	Huntington Park	AM	47	48	50	0	75	31	77	354	10	37	529	31	17.6	C
			PM	8	14	35	0	42	22	64	85	12	54	393	35	10.3	B
45	State St/Randolph St	Huntington Park	AM	119	1371	45	49	411	0	150	256	53	34	390	166	21	C
			PM	54	512	34	138	1093	6	89	351	91	42	233	72	13.1	B
46	Randolph St/Bissell Pl	Huntington Park	AM	2	0	3	-	-	-	-	339	5	11	532	-	13.5	B
			PM	0	2	10	-	-	-	-	514	7	3	345	-	13	B
47	Randolph Ave/Maywood Ave	Huntington Park	AM	46	403	8	5	242	5	79	223	49	11	281	23	13	B
			PM	27	276	13	18	374	18	4	341	84	9	203	4	13.1	B
48	Gage Ave/California Ave	Bell	AM	26	136	116	30	98	161	150	635	42	58	797	95	15.6	B
			PM	14	84	56	66	179	193	116	995	83	40	785	79	18.9	B
49	Gage Ave/Salt Lake Ave (West)	Bell	AM	403	0	157	-	-	-	-	579	122	189	714	-	16.2	B
			PM	173	0	156	-	-	-	-	1005	214	255	722	-	27.5	C
50	Bell Ave/California Ave	Bell	AM	34	253	77	72	103	32	70	103	27	61	171	82	18.1	C
			PM	13	95	39	78	225	42	48	168	52	20	133	40	14.2	B
51	Bell Ave/Bissell St	Bell	AM	20	15	33	30	20	12	17	164	21	26	142	33	8.7	A
			PM	17	11	31	52	16	22	13	231	23	11	135	39	9	A
52	Bell Ave/Salt Lake Ave	Bell	AM	75	462	102	14	272	35	44	93	80	68	103	66	62.5	F
			PM	69	255	75	53	403	27	36	169	113	68	104	36	47.4	E
53	Florence Ave/California Ave (West)	Huntington Park	AM	151	447	297	99	255	54	27	856	95	149	1270	147	33.9	C
			PM	129	276	229	106	403	62	32	1098	180	169	919	95	38	D
54	Florence Ave/California Ave (East)	Huntington Park	AM	353	142	3	46	131	47	49	995	191	0	1152	102	52.9	D
			PM	247	93	4	58	170	44	26	1077	297	1	897	46	28.9	C
55	Otis Ave/Salt Lake Ave (West)	Huntington Park	AM	85	298	2	4	277	83	250	34	83	5	136	13	36.9	E
			PM	39	292	5	7	381	121	211	56	106	6	113	4	44.7	E
56	Otis Ave/Salt Lake Ave (East)	Cudahy	AM	43	383	140	43	305	0	5	136	45	13	187	34	74.5	E
			PM	26	371	103	50	371	0	10	195	103	31	130	43	63.7	F
57	Otis Ave/Elizabeth St	Cudahy	AM	3	311	108	62	305	4	1	31	0	56	64	80	34.9	D
			PM	0	332	79	60	343	3	5	38	0	79	52	57	46.5	E
58	Santa Ana St/Salt Lake Ave (West)	Huntington Park	AM	20	2	7	48	0	5	17	663	6	3	365	126	41.4	E
			PM	5	0	13	54	0	4	4	509	2	1	469	123	35.9	E
59	Santa Ana St/Salt Lake Ave (East)	Cudahy	AM	217	188	5	26	284	1	1	359	259	3	309	55	43.2	E
			PM	211	140	21	52	286	6	4	365	217	4	372	43	48.2	E

No.	Intersection Name	Jurisdiction	Peak Period	Peak-Hour Turning Movement Volumes												Delay (sec/veh)	LOS
				NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		
60	Ardine St/Salt Lake Ave	Cudahy	AM	40	328	6	20	479	3	19	70	100	8	48	44	29.5	D
			PM	37	291	2	8	473	11	29	29	95	8	79	40	23.7	C
61	Atlantic Ave/Salt Lake Ave	Cudahy	AM	343	922	104	8	719	2	3	7	555	97	2	10	52.7	D
			PM	327	807	172	7	992	4	1	12	503	158	7	12	65	E
62	Atlantic Ave/Azalea West	South Gate	AM	10	1260	-	-	1222	85	64	-	14	-	-	-	3.7	A
			PM	68	1104	-	-	1306	322	223	-	127	-	-	-	8.3	A
63	Firestone Blvd/Atlantic Ave	South Gate	AM	125	769	48	759	630	126	153	1270	116	45	1156	212	53	D
			PM	165	507	83	655	583	147	137	1214	111	73	1178	229	45.9	D
64	Firestone Blvd/Mason St	South Gate	AM	-	-	-	11	-	7	-	1528	-	-	1357	239	7.3	A
			PM	-	-	-	29	-	24	-	1530	-	-	1392	275	7.5	A
65	Firestone Blvd/Firestone Pl	South Gate	AM	-	-	-	1	-	14	3	1549	-	-	1585	4	7.5	A
			PM	-	-	-	2	-	58	9	1551	-	-	1632	16	7.6	A
66	Firestone Blvd/Rayo Ave	South Gate	AM	2	16	954	32	2	5	11	1448	8	254	1557	73	116.1	F
			PM	14	26	844	101	21	3	16	1516	17	297	1563	56	95.2	F
67	Southern Ave/Salt Lake Ave	South Gate	AM	30	-	1	-	-	-	-	25	14	0	16	-	8.9	A
			PM	17	-	1	-	-	-	-	14	13	2	24	-	8.8	A
68	Gardendale St/Center St	South Gate	AM	9	-	34	-	-	-	-	511	2	18	871	-	18.5	C
			PM	11	-	39	-	-	-	-	585	9	49	462	-	17.2	C
69	Gardendale St/Dakota Ave	South Gate	AM	1	-	0	-	-	-	-	478	2	0	806	-	28.4	D
			PM	0	-	2	-	-	-	-	602	2	1	452	-	12.8	B
70	Gardendale St/Industrial Ave	South Gate	AM	25	-	8	-	-	-	-	531	10	4	863	-	34.8	D
			PM	20	-	11	-	-	-	-	578	36	10	493	-	21.5	C
71	Main St/Center St	South Gate	AM	7	5	32	27	3	12	10	190	9	38	266	23	14.6	B
			PM	6	5	50	30	7	13	8	165	9	39	133	24	12.7	B
72	Main St/Dakota Ave	South Gate	AM	-	-	-	0	-	4	1	252	-	-	315	0	10.2	B
			PM	-	-	-	1	-	2	2	244	-	-	200	0	10.2	B
73	Main St/Arizona Ave/Industrial Ave	South Gate	AM	30	16	38	10	11	57	38	218	28	23	323	8	17.5	C
			PM	19	3	49	12	20	12	39	190	37	21	217	8	19.4	C
74	Century Blvd/Center St	South Gate	AM	-	-	-	3	-	19	8	84	-	-	103	4	9.8	A
			PM	-	-	-	1	-	13	10	86	-	-	44	2	9.4	A
75	Century Blvd/Florence Ave	South Gate	AM	-	-	-	2	-	24	0	144	-	-	84	25	9	A
			PM	-	-	-	0	-	10	0	62	-	-	51	17	8.6	A

No.	Intersection Name	Jurisdiction	Peak Period	Peak-Hour Turning Movement Volumes												Delay (sec/veh)	LOS
				NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		
76	Rosecrans Ave/Paramount Blvd	Paramount	AM	176	510	252	91	674	337	171	732	205	174	817	100	54.6	D
			PM	121	693	199	153	588	199	231	972	189	140	633	163	47.7	D
77	Rosecrans Ave/Bianchi Wy	Paramount	AM	30	0	13	-	-	-	1	1226	132	24	1181	2	2.4	A
			PM	23	0	13	-	-	-	0	1378	39	10	842	4	12.9	B
78	Somerset Blvd/Hayter Ave	Paramount	AM	59	-	15	-	-	-	-	585	35	12	818	-	29	D
			PM	26	-	8	-	-	-	-	919	53	18	601	-	32.2	D
79	Somerset Blvd/Lakewood Blvd	Bellflower	AM	105	910	213	84	927	187	118	341	103	171	546	142	32.4	C
			PM	103	824	179	130	867	161	168	624	121	90	357	141	30.1	C
80	Paseo St/Lakewood Blvd	Bellflower	AM	35	1186	-	-	1180	22	32	-	48	-	-	-	4	A
			PM	48	1052	-	-	1186	27	10	-	19	-	-	-	2.6	A
81	Flora Vista St/Clark Ave	Bellflower	AM	22	621	5	11	620	2	2	0	21	9	0	71	14.1	B
			PM	27	583	26	17	797	3	2	1	11	13	4	67	18	C
82	Alondra Blvd/Clark Ave	Bellflower	AM	76	518	100	55	562	136	96	442	82	135	762	61	47.1	D
			PM	105	567	103	83	619	145	132	734	122	103	665	56	48.2	D
83	Alondra Blvd/Pacific Ave	Bellflower	AM	72	-	36	-	-	-	-	645	31	29	892	-	4.5	A
			PM	64	-	29	-	-	-	-	100	78	41	676	-	12.1	B
84	Alondra Blvd/Flora Vista St	Bellflower	AM	-	-	-	11	-	3	-	750	-	-	1010	69	37.2	E
			PM	-	-	-	18	-	3	-	955	-	-	785	74	32.1	D
85	Alondra Blvd/Stevens Ave	Bellflower	AM	-	-	-	41	-	27	12	682	-	-	1045	22	50.9	F
			PM	-	-	-	26	-	25	26	961	-	-	818	31	30.3	D
86	Flora Vista St/Bellflower Blvd	Bellflower	AM	3	575	45	59	485	8	1	0	0	84	1	107	7.1	A
			PM	3	691	91	75	603	7	6	0	14	71	0	82	14.2	B
87	Mayne St/Bellflower Blvd	Bellflower	AM	39	692	-	-	393	71	14	-	24	-	-	-	11	B
			PM	44	760	-	-	498	117	20	-	20	-	-	-	10.1	B
88	Oak St/Bellflower Blvd	Bellflower	AM	32	559	5	18	455	28	64	9	35	2	7	9	21.7	C
			PM	34	689	15	36	559	48	75	16	41	13	8	37	25	C
89	Artesia Blvd/Dumont Ave	Cerritos	AM	82	-	62	-	-	-	-	1130	121	69	1265	-	17.7	B
			PM	70	-	94	-	-	-	-	1284	78	54	1107	-	9.4	A
90	Artesia Blvd/Studebaker Rd	Cerritos	AM	117	470	59	147	569	431	469	470	160	142	593	248	85.3	F
			PM	217	897	174	161	675	380	561	733	142	134	622	143	60.8	E
91	Business Cir/Studebaker Rd	Cerritos	AM	-	558	30	13	654	-	-	-	-	16	-	38	14.6	B
			PM	-	764	10	7	697	-	-	-	-	7	-	16	16.2	C

No.	Intersection Name	Jurisdiction	Peak Period	Peak-Hour Turning Movement Volumes												Delay (sec/veh)	LOS
				NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		
92	186th St/Jersey Ave	Artesia	AM	15	0	9	-	-	-	-	31	35	18	31	-	9.1	A
			PM	22	0	21	-	-	-	-	10	16	51	28	-	9.2	A
93	187th St/Alburtis Ave	Artesia	AM	23	0	7	0	0	1	0	72	14	11	74	0	9.7	A
			PM	0	0	0	0	0	1	1	90	24	20	61	0	8.6	A
94	187th St/Corby Ave (West)	Artesia	AM	15	-	11	-	-	-	-	65	14	15	85	-	9.4	A
			PM	27	-	30	-	-	-	-	84	6	20	64	-	9.5	A
95	187th St/Corby Ave (East)	Artesia	AM	-	-	-	21	-	19	15	61	-	-	66	8	9.3	A
			PM	-	-	-	19	-	20	27	87	-	-	64	17	9.4	A
96	186th St/Pioneer Blvd	Artesia	AM	3	228	3	5	197	6	7	25	5	19	39	15	7.1	A
			PM	16	264	10	23	329	20	26	20	14	8	29	19	4.5	A
97	187th St/Pioneer Blvd	Artesia	AM	24	176	27	10	177	10	8	31	25	21	46	8	6.8	A
			PM	39	252	46	8	342	10	21	54	51	14	23	14	5.1	A
98	188th St/Pioneer Blvd	Artesia	AM	11	270	-	-	246	3	6	-	11	-	-	-	10.5	B
			PM	25	363	-	-	391	14	14	-	20	-	-	-	12.6	B
99	South St/Pioneer Blvd	Cerritos	AM	98	201	164	41	162	46	40	524	66	107	891	36	33.7	C
			PM	150	226	158	88	267	106	97	831	137	167	772	73	40.7	D
100	South St/Clarkdale Ave	Artesia	AM	-	-	-	35	-	39	96	637	-	-	955	83	18.1	B
			PM	-	-	-	50	-	45	76	1043	-	-	1020	68	11.5	B
101	South St/Elaine Ave	Artesia	AM	-	-	-	24	-	45	63	618	-	-	974	31	11.3	B
			PM	-	-	-	27	-	88	70	1016	-	-	1007	39	11.5	B
102	South St/Norwalk Blvd	Artesia	AM	81	518	64	80	462	122	95	334	67	81	823	103	24.3	C
			PM	129	449	57	76	352	123	166	763	111	106	710	103	30.8	C
103	South St/Bloomfield Ave	Cerritos	AM	74	564	215	125	481	183	124	342	62	154	747	110	27.6	C
			PM	107	513	167	89	577	129	123	624	94	208	658	73	27.0	C
104	South St/Alburtis Ave	Artesia	AM	19	5	6	9	5	12	25	581	27	22	981	18	12.0	B
			PM	70	9	34	8	8	12	60	1099	82	75	950	35	10.7	B
105	195th St/Pioneer Blvd	Cerritos	AM	117	255	80	52	266	59	54	331	105	125	472	73	15.4	B
			PM	101	376	102	117	403	87	51	351	112	90	413	106	15.7	B
106	Los Coyotes Blvd/Pioneer Blvd	Cerritos	AM	14	314	23	38	338	114	94	21	24	37	36	18	8.8	A
			PM	11	419	26	34	460	91	105	32	17	44	34	19	8.9	A
107	Del Amo Blvd/Pioneer Blvd	Cerritos	AM	195	236	281	116	180	103	73	673	123	84	1311	36	35.2	D
			PM	183	275	109	161	281	67	109	985	177	85	895	66	31.8	C

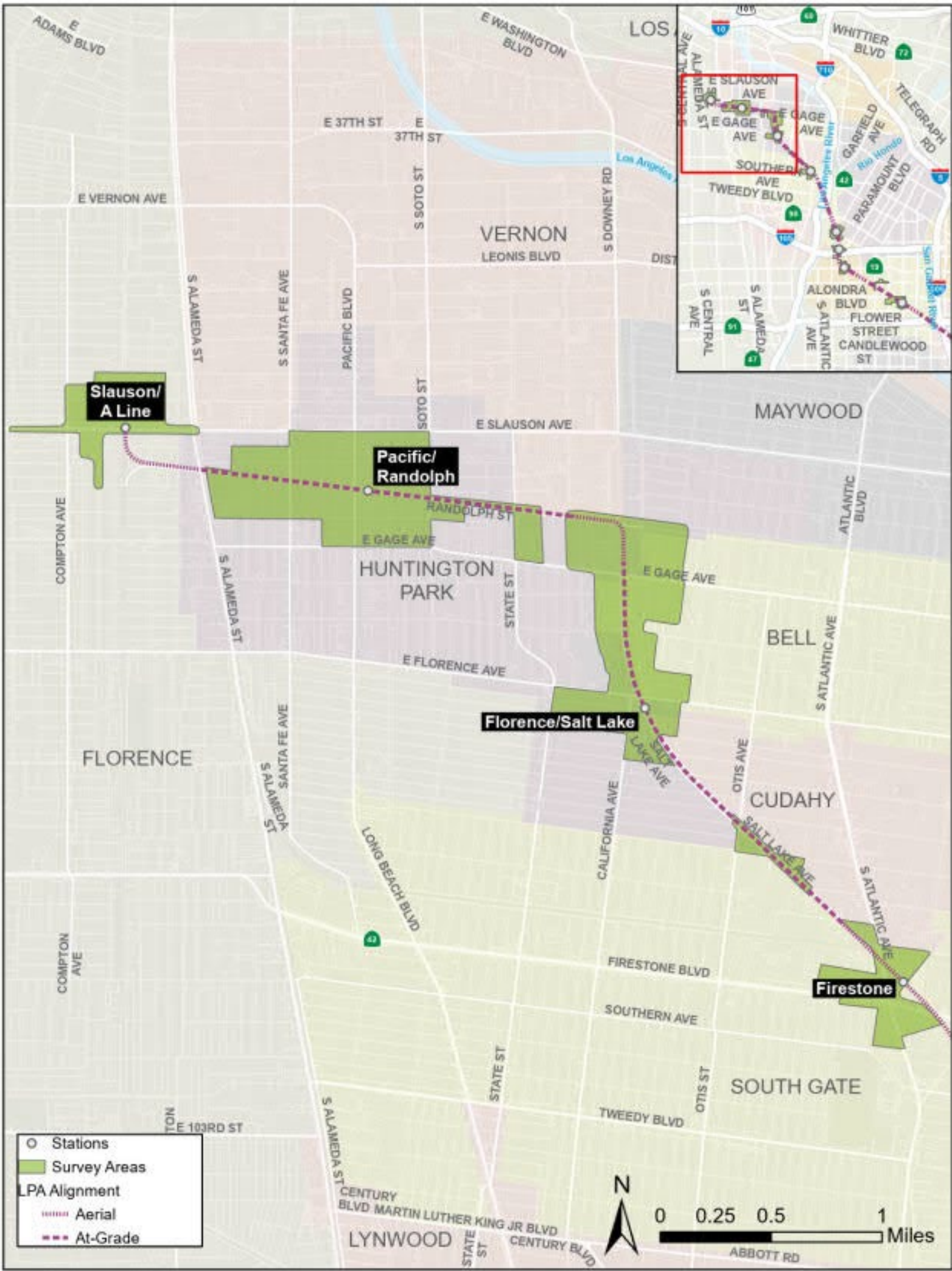
No.	Intersection Name	Jurisdiction	Peak Period	Peak-Hour Turning Movement Volumes												Delay (sec/veh)	LOS
				NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		
108	183rd St/Pioneer Blvd	Cerritos	AM	29	220	25	90	252	100	64	286	21	36	380	106	17.6	B
			PM	52	328	39	151	331	181	191	443	50	60	465	113	45.4	D
109	Industrial Ave/Lincoln Ave	South Gate	AM	-	57	23	11	44	-	-	-	-	11	-	10	3.1	A
			PM	-	54	18	7	25	-	-	-	-	7	-	5	2.2	A

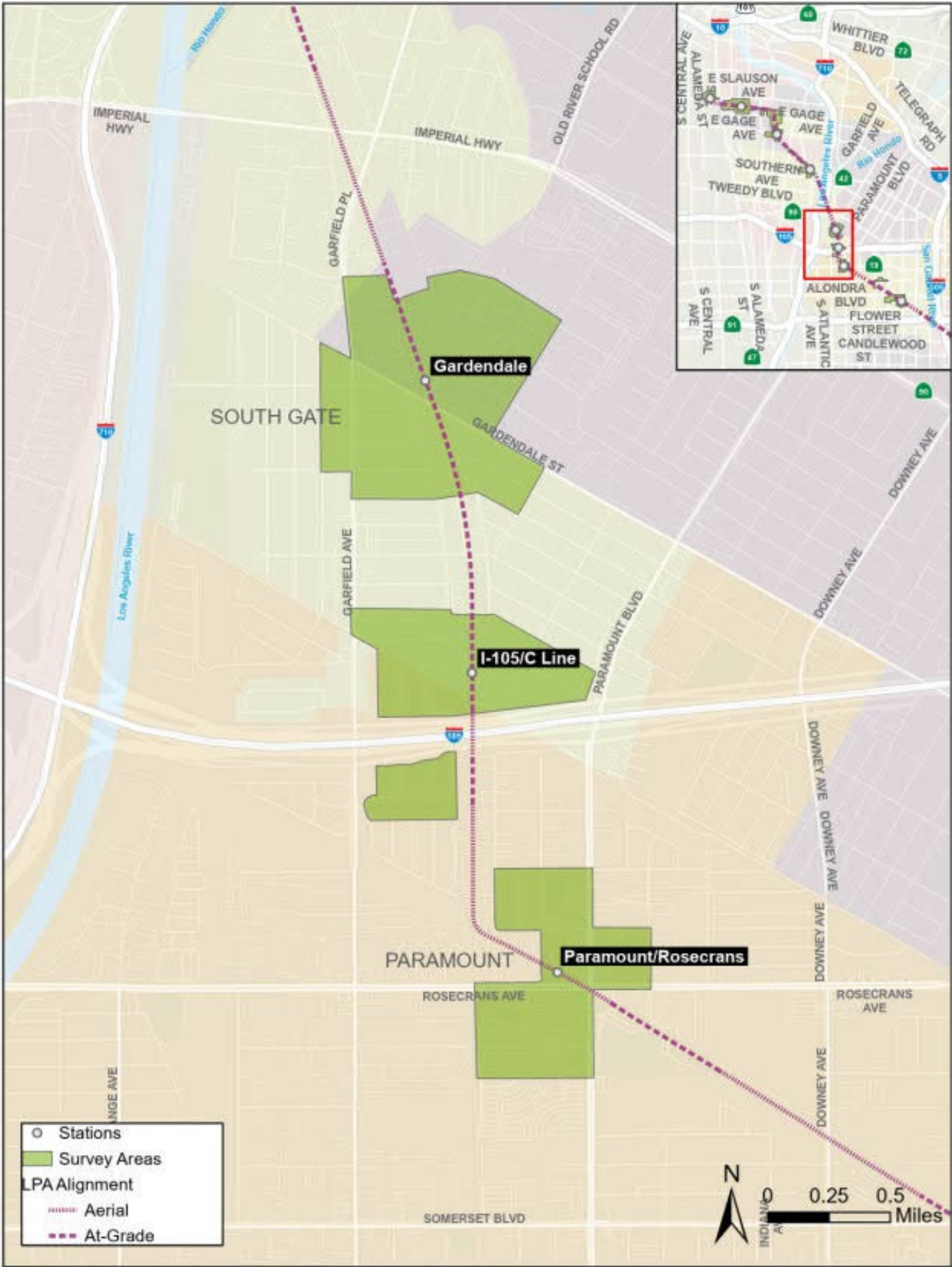
sec/veh = seconds per vehicle
LOS = level of service
NBL = northbound left
NBT = northbound through
NBR = northbound right

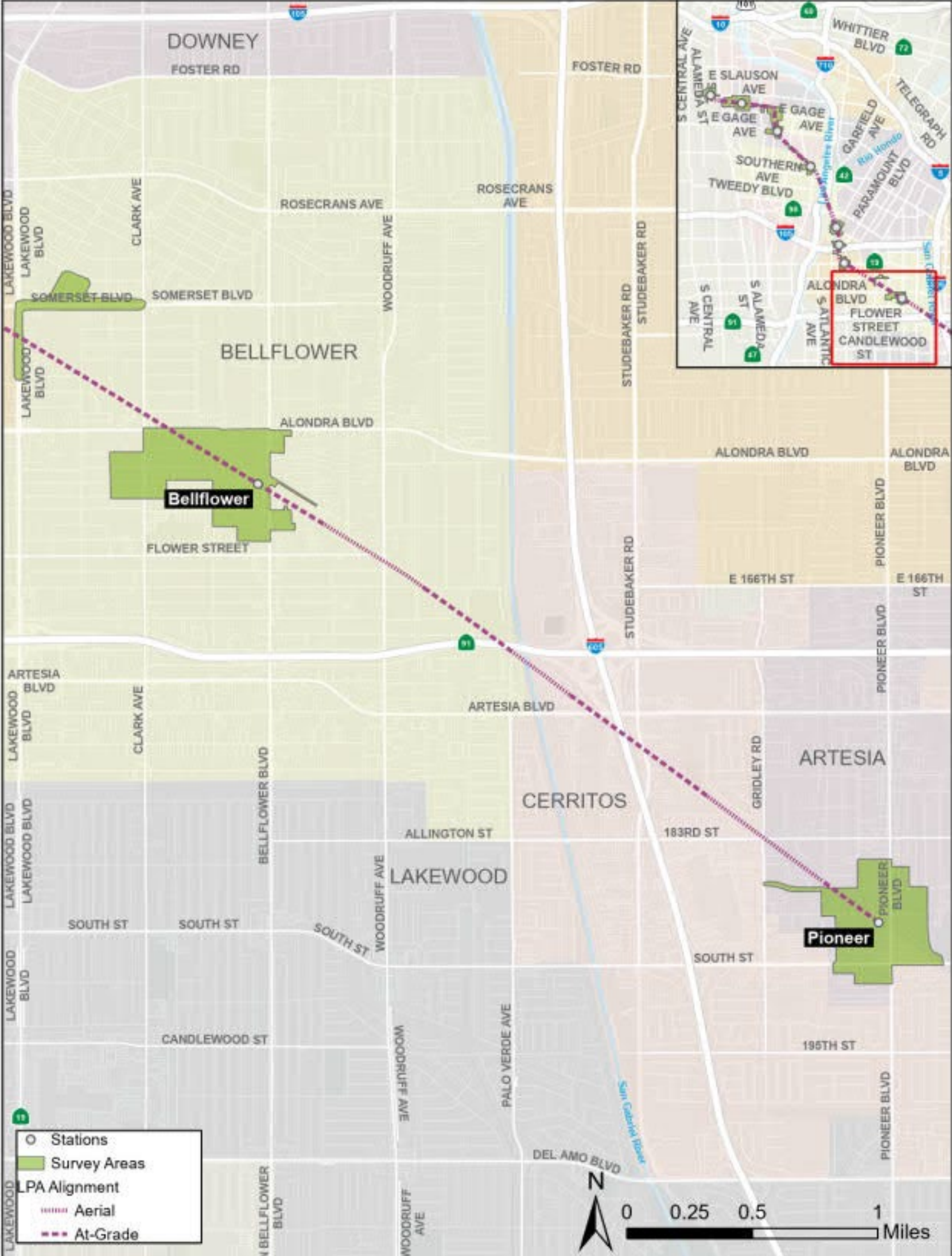
SBL = southbound left
SBT = southbound through
SBR = southbound right
EBL = eastbound left
EBT = eastbound through
EBR = eastbound right

WBL = westbound left
WBT = westbound through
WBR = westbound right
EB = eastbound

ATTACHMENT 2 AREAS SURVEYED FOR THE PARKING STUDY







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ATTACHMENT 3 TRAFFIC ANALYSIS APPROACH FOR OTHER STUDIES

Table A3.1. Other Relevant Traffic Studies

Project Name/Description	Type of Analysis	Intersections	Impact Criteria	Impact Criteria Threshold	Traditional Intersection Analysis?	Additional Analysis Thresholds	Any VMT Analysis?	Multiple Jurisdictions? How was that handled?
Metro Gold Line Foothill Extension Phase 2B - Azusa to Montclair: 12.3-mile extension of the Foothill Gold line from Azusa to Montclair in San Bernardino County using old ATSF right-of-way (ROW) at-grade (Metro Gold Line Foothill Extension Construction Authority, February 2013) – Final Environmental Impact Report (FEIR)	Level of service (LOS) and delay	90 intersections analyzed. Each grade crossing was analyzed.	Los Angeles (LA) County Traffic Impact Analysis Guidelines (1997). LOS D or better is acceptable. Metro's Policy for Grade Crossing for Light Rail Transit (LRT) (2003).	Methodology used to determine adverse or significant impacts at the study intersections was to identify the change in delay between build and No Build alternative. Significant Increase in Delay from the No Build (Seconds/Vehicle) Unsignalized Intersection: LOS C >= 4 LOS D >= 2 LOS E/F >= 1.5 Signalized Intersections: LOS C >= 6 LOS D >= 4 LOS E/F >= 2.5	Yes. Manual vehicle turning movement counts and daily traffic volumes were conducted. Several cities requested additional traffic evaluations at specific locations. Grade crossing analysis. Parking analysis.	Additional parking analysis was conducted at the request of some cities	No	6 local cities and 2 counties. Used LA County criteria. Federal Transit Administration (FTA) approved <i>Highway Capacity Manual</i> (HCM) methodology (Transportation Research Board [TRB], 2010).
Metro Expo Corridor Phase 2 - Culver City to Santa Monica: 6.6-mile extension of the Expo Line from Culver City to Santa Monica using old Pacific Electric ROW. Alignment is at-grade and above-grade. (Los Angeles County Metropolitan Transportation Authority [Metro], December 2009) - FEIR	LOS and delay	90 intersections analyzed. Each grade crossing was analyzed	LOS D or better is acceptable. HCM accepted Metro's Policy for Grade Crossing for LRT (2003) Los Angeles County Congestion Management Plan	An intersection is considered to be impacted if the project traffic is projected to cause deterioration in level of service to LOS E/F or if the intersection is already operating at LOS E/F and the project results in an increase in the average vehicle delay of 4 seconds or more compared to the No Build.	Yes. Queuing analysis. Grade crossing analysis. Parking analysis.	Queuing analysis was conducted at specific locations at the request of some cities.	No	3 local cities. HCM methodology approved among all jurisdictions including LA County and FTA.
Metro Crenshaw/LAX Transit Corridor Project: 8.5 miles of new LRT from the Expo Crenshaw station south to LAX. Alignment is below-grade, at-grade, and above-grade (Metro, August 2011) - FEIR	LOS, travel times and average speeds	26 intersections analyzed. (Intersections within 200 feet of proposed at-grade roadway crossings)	HCM. City of Los Angeles Department of Transportation (LADOT) requires Critical Movement Analysis (TRB, 1980). Metro's Policy for Grade Crossing for LRT (2003).	The intersection LOS analysis assumed that an intersection would be adversely affected by traffic volume changes if the project alternative will cause an increase in average vehicle delay according to the following thresholds that were developed in consultation with local jurisdictions: LOS C >= 10 or more seconds LOS D >= 7.5 or more seconds LOS E/F >= 5 or more seconds	Yes. Travel time analysis. Vehicle miles traveled (VMT) and vehicle hours traveled (VHT).	No thresholds for travel time, VMT, and VHT. Only used to compare No Build and locally preferred alternative.	Yes	2 local cities. City of Inglewood did not have any guidelines or criteria for traffic analysis at the time.

Project Name/Description	Type of Analysis	Intersections	Impact Criteria	Impact Criteria Threshold	Traditional Intersection Analysis?	Additional Analysis Thresholds	Any VMT Analysis?	Multiple Jurisdictions? How was that handled?
Metro Gold Line Foothill Extension Phase 2A - Pasadena to Azusa: 11.5-mile extension of the Foothill Gold line from Pasadena to Azusa using old ATSF ROW. Alignment is at-grade and below-grade. (Metro Gold Line Foothill Extension Construction Authority, February 2007) - FEIR	LOS and delay	153 intersections analyzed. Each grade crossing was analyzed	HCM. LOS D or better is acceptable. Impact if change in delay is greater than 2%. Los Angeles County Congestion Management Program (Metro, 2010). Metro's Policy for Grade Crossing for LRT (2003).	Signalized intersection is considered to be adversely or significantly impacted if the resulting LOS is E/F and the change in V/C ratio is ≥ 0.020 Unsignalized intersection is considered to be adversely or significantly impacted if the resulting LOS is E/F and the change in Delay is $\geq 2\%$	Yes. Grade crossing analysis	N/A	No	6 local cities. Followed HCM methodology as it is used by the cities within project area.
Metro Eastside Transit Corridor Phase 2: Ongoing study to extend Eastside Gold Line along SR-60 for 6.6 miles or Washington Blvd for 9.2 miles (Metro, August 2014) – Draft Environmental Impact Statement (DEIS)/EIR	LOS and delay	63 intersections analyzed.	HCM. LOS D or better is acceptable.	The project will be considered to have an adverse effect or significant impact at a study intersection if it would cause: - The average delay per vehicle to increase by 10 or more seconds at an intersection that operates at LOS C with the project; -The average delay per vehicle to increase by 7.5 or more seconds at an intersection that operates at LOS D with the project; or, -The average delay per vehicle to increase by 5 or more seconds at an intersection that operates at LOS E or LOS F with the project.	Yes. Included performance measures included VMT and VHT. Freeway ramps within routes that lead directly to and from proposed stations and parking facilities were also analyzed.	VMT and VHT used only to compare each project alternative and No Build.	Yes	10 local cities. Followed HCM methodology as it us used by the cities within the project area.
Redlands Passenger Rail: New 9-mile commuter rail project from San Bernardino to Redlands using existing rail ROW. (San Bernardino Associated Governments, 2015) - FEIR	LOS and delay	39 intersections analyzed. Selected based on San Bernardino County Congestion Management Program (CMP) Traffic Impact Analysis Guidelines. Each grade crossing was analyzed.	HCM. LOS D or better is acceptable. CMP. Metro's Policy for Grade Crossings for LRT. Southern California Regional Rail Authority Highway-Rail Grade Crossing Recommended Design Practices and Standards Manual.	Per the 1995 City of Redlands General Plan, City of Redlands requires LOS C with intersections operating at LOS D, E, or F considered unsatisfactory. Any increase in V/C greater than 0.01 is considered a significant impact. Per the 2004 City of San Bernardino Traffic Impact Study Guidelines, the City of San Bernardino requires intersections to operate at LOS D or better. A significant project impact would occur when intersection operations change between the “without project” and “with project” conditions as shown below. LOS C > 0.04 V/C LOS D > 0.02 V/C LOS E/F > 0.01 V/C	Yes. Also included influence zone queues, crossing spillback queues, and potential traffic signal preemption	Queue analysis thresholds were determined in the intersections exceed the available storage distance between the signalized intersection and the grade crossing and if could potentially block the grade crossing.	No	2 local cities. Used HCM per request of City of Redlands
Mid-Coast Corridor Transit Project: 11-mile extension of the Blue Line Trolley from Old Town Transit Center to University City. (San Diego Association of Governments, September 2014) – Supplemental EIR/EIS	LOS and delay	42 intersections analyzed.	HCM. LOS D or better is acceptable. City of San Diego's Traffic Impact Study Manual.	Not described	Yes. Also included intersection lane vehicles (ILV) analysis, vehicle hours of delay (VHD) analysis.	ILV Thresholds: Stable flow < 1200 ILV/hour Unstable flow 1200-1500 ILV/hour Stop and go = 1500 (capacity) VHD used for comparison of built alternative and No Build	Yes	Entirely within City of San Diego.

Project Name/Description	Type of Analysis	Intersections	Impact Criteria	Impact Criteria Threshold	Traditional Intersection Analysis?	Additional Analysis Thresholds	Any VMT Analysis?	Multiple Jurisdictions? How was that handled?
Silicon Valley Rapid Transit Corridor (BART): 16-miles extension of BART from Fremont into the Silicon Valley. (FTA and Santa Clara Valley Transportation Authority VTA), March 2010) - FEIS	LOS and delay	127 intersections analyzed.	VTA CMP. HCM. LOS D or better is acceptable.	Cause a Congestion Management Program designated intersection’s level of service to deteriorate from LOS E (when compared to the No Build). Cause an increase in the critical volume delay by 4 seconds or more, and increase the critical traffic volume to capacity (V/C) ratio by 0.01 or more at a Congestion Management Program designated intersection already operating at LOS F under No Build conditions. Cause a local intersection’s level of service to deteriorate from LOS D (when compared to the No Build). Cause an increase in the critical volume delay by 4 seconds or more, and increase the critical V/C ratio by 0.01 or more at a local intersection already operating at LOS E or F under No Build conditions. Result in a change of two letter grades at an intersection operating at LOS A or LOS B under No Build conditions. Add new trips totaling more than 1 percent of the freeway capacity if a freeway segment is already operating at LOS E.	Yes.	N/A	No	3 local cities were subject to their local level of service standards. All three cities had an LOS of D or better, while VTA's CMP LOS is LOS E or better.
Metrolink Perris Valley Line: New 20-mile Metrolink service between Perris and Riverside using the ATSF San Jacinto Branch ROW. (Riverside County Transportation Commission, July 2011) - FEIR	LOS and delay	29 intersections analyzed.	HCM. LOS D or better is acceptable.	Based on the LOS thresholds established by the cities and county, deterioration from LOS A, B, C, or D conditions without the project to LOS E or F conditions with the project is considered a significant impact. For LOS E or F conditions without the project, an increase of two or more seconds of delay as a result of the project is also considered a significant impact.	Yes.	N/A	No	General plans had different levels of thresholds for LOS. Project adopted LOS thresholds for each city.
Downtown LA Streetcar: New 4-mile modern, fixed-rail streetcar in Downtown LA. (City of Los Angeles, October 2016) - FEIR	LOS and delay	65 intersections analyzed.	HCM. LOS D or better is acceptable. Metro's 2010 CMP. LADOT Traffic Study Policies and Procedures (2014). LA CEQA Thresholds Guide (2006).	Significant impact on intersection capacity is determined if the project traffic would result in the following delays at Affected Area intersections, under the “with project” condition: - If final LOS is C, an increase in average delay of ≥ 6.0 seconds. - If final LOS is D, an increase in average delay of ≥ 4.0 seconds. - If final LOS is E or F, an increase in average delay of ≥ 2.5 seconds.	Yes.	N/A	No	Entirely within City of Los Angeles

Project Name/Description	Type of Analysis	Intersections	Impact Criteria	Impact Criteria Threshold	Traditional Intersection Analysis?	Additional Analysis Thresholds	Any VMT Analysis?	Multiple Jurisdictions? How was that handled?
Westway Expansion Project (City of Hoquiam, WA): Additional heavy rail traffic along the Puget Sound & Pacific rail line (City of Hoquiam and Washington State Department of Ecology, 2015)	LOS. Focused on delays due to roadway blocking assuming worst case (longest train)	25. Each grade crossing was analyzed	Washington State Department of Transportation (WSDOT) LOS Standards. LOS D or better is acceptable. Queue lengths exceeding available storage.	Did not state a specific criterion because a train crossing during the peak hours was considered a very conservative assumption.	Yes, although daily delay (formula-based) was also to factor the daily rail-vehicle traffic operations. Queue calculations, safety (accidents) analysis and emergency access impact analysis was performed.	Queue lengths exceeding available storage at each crossing.	No	Local cities, WSDOT, Federal Railroad Administration (FRA). They used the local cities and FRA for data sourcing, but ultimately they adopted the DOT standards.

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ATTACHMENT 4 NO BUILD INTERSECTION VOLUME AND LEVEL OF SERVICE (LOS)

Table A4.1. No Build Key Intersections Volumes and LOS

No.	Intersection Name	Jurisdiction	Peak Period	Peak-Hour Turning Movement Volumes												Delay (sec/veh)	LOS
				NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		
30	Randolph St/Wilmington Ave	Huntington Park	AM	158	204	125	36	61	9	69	385	91	92	247	28	32.5	D
			PM	31	40	81	74	126	17	21	310	21	98	294	8	12.1	B
31	Randolph St/Alameda St (West)	Huntington Park	AM	6	814	88	29	419	16	56	448	28	76	336	137	49.9	D
			PM	18	594	69	38	803	18	19	460	36	67	388	53	60.8	E
32	Randolph St/Alameda St (East)	Huntington Park	AM	13	3	24	2	2	11	31	499	18	15	524	6	13	B
			PM	27	2	57	12	0	12	10	505	43	18	396	2	14.2	B
33	Randolph St/Regent St	Huntington Park	AM	-	-	-	11	-	12	32	514	-	81	538	24	10.3	B
			PM	-	-	-	32	-	43	5	542	-	19	446	4	11.5	B
34	Randolph St/Albany St	Huntington Park	AM	66	24	82	3	9	6	44	532	5	52	502	10	18.2	C
			PM	11	5	29	16	28	10	28	548	18	51	465	6	17	C
35	Randolph St/Santa Fe Ave	Huntington Park	AM	30	1348	71	13	524	56	160	428	31	122	446	29	30.3	C
			PM	9	782	89	31	1186	44	109	435	44	135	359	32	30.1	C
36	Randolph St/Malabar St	Huntington Park	AM	13	279	32	16	147	49	123	516	25	39	489	28	22.5	C
			PM	12	73	37	54	285	50	38	527	29	80	390	23	22.1	C
37	Randolph St/Rugby Ave	Los Angeles	AM	49	163	111	13	-	28	59	494	-	9	505	25	6.7	A
			PM	18	55	122	21	-	47	28	602	-	0	383	22	3.9	A
38	Pacific Blvd/Belgrave Ave	Huntington Park	AM	43	941	70	49	439	48	96	165	31	38	129	69	13.4	B
			PM	44	576	42	133	834	75	56	173	53	61	108	57	12	B
39	Pacific Blvd/Clarendon Ave	Huntington Park	AM	42	1062	81	25	379	24	29	176	65	42	134	76	10.8	B
			PM	40	582	70	50	729	29	34	150	47	24	83	55	9.1	A
40	Pacific Blvd/Randolph St	Huntington Park	AM	58	933	30	70	414	36	64	488	63	46	455	97	26	C
			PM	48	610	43	131	736	60	106	552	81	68	356	27	32.5	C
41	Randolph St/Rita Ave	Huntington Park	AM	-	-	-	23	36	18	42	512	83	114	597	50	19.5	C
			PM	-	-	-	67	170	76	69	588	86	89	373	81	48.4	E
42	Randolph St/Seville Ave	Huntington Park	AM	30	386	48	30	138	41	71	494	23	103	668	58	37.5	D
			PM	41	172	31	57	340	45	38	651	40	57	452	36	34.9	C
43	Randolph St/Miles Ave	Huntington Park	AM	54	701	69	58	465	66	217	419	42	78	560	129	36.7	D
			PM	43	423	63	102	1029	42	69	595	64	75	431	48	36.2	D

No.	Intersection Name	Jurisdiction	Peak Period	Peak-Hour Turning Movement Volumes												Delay (sec/veh)	LOS
				NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		
44	Arbutus Ave/Randolph St	Huntington Park	AM	56	57	59	0	89	37	91	418	12	44	624	37	32.7	D
			PM	10	17	42	0	50	27	76	101	15	64	466	42	6.4	A
45	State St/Randolph St	Huntington Park	AM	141	1616	54	58	485	0	177	302	63	41	460	196	43.6	D
			PM	64	607	41	164	1295	8	106	416	108	50	276	86	19.4	B
46	Randolph St/Bissell Pl	Huntington Park	AM	3	0	4	-	-	-	-	400	6	13	627	-	6.7	A
			PM	0	3	12	-	-	-	-	609	9	4	409	-	5.1	A
47	Randolph Ave/Maywood Ave	Huntington Park	AM	55	475	10	6	286	6	94	263	58	13	332	28	14	B
			PM	32	327	16	22	443	22	5	404	100	11	241	5	12.7	B
48	Gage Ave/California Ave	Bell	AM	31	161	137	36	116	190	177	749	50	69	939	112	19.6	B
			PM	17	100	67	79	212	229	138	1179	99	48	930	94	97.5	F
49	Gage Ave/Salt Lake Ave (West)	Bell	AM	475	0	185	-	-	-	-	683	144	223	842	-	16.3	B
			PM	205	0	185	-	-	-	-	1190	254	302	855	-	34.2	C
50	Bell Ave/California Ave	Bell	AM	41	299	91	85	122	38	83	122	32	72	202	97	12.3	B
			PM	16	113	47	93	267	50	57	199	62	24	158	48	9.3	A
51	Bell Ave/Bissell St	Bell	AM	24	18	39	36	24	15	21	194	25	31	168	39	5.3	A
			PM	21	14	37	62	19	27	16	274	28	14	160	47	5.7	A
52	Bell Ave/Salt Lake Ave	Bell	AM	89	545	121	17	321	42	52	110	95	81	122	78	89.4	F
			PM	82	302	89	63	478	32	43	201	134	81	124	43	88	F
53	Florence Ave/California Ave (West)	Huntington Park	AM	178	527	350	117	301	64	32	1009	112	176	1497	174	37.1	D
			PM	153	327	272	126	478	74	38	1301	214	201	1089	113	42.3	D
54	Florence Ave/California Ave (East)	Huntington Park	AM	416	168	4	55	155	56	58	1173	225	0	1358	121	65.2	E
			PM	293	111	5	69	202	53	31	1276	352	2	1063	55	44.3	D
55	Otis Ave/Salt Lake Ave (West)	Huntington Park	AM	106	369	3	5	343	103	310	43	103	7	169	17	188.8	F
			PM	47	351	7	9	458	146	254	68	128	8	136	5	164.6	F
56	Otis Ave/Salt Lake Ave (East)	Cudahy	AM	54	474	174	54	378	0	7	169	56	17	232	43	83.4	F
			PM	32	446	124	61	446	0	13	235	124	38	157	52	104.2	F
57	Otis Ave/Elizabeth St	Cudahy	AM	4	385	134	77	378	5	2	39	0	70	80	99	1452	F
			PM	0	400	95	73	413	4	7	46	0	95	63	69	1473.1	F
58	Santa Ana St/Salt Lake Ave (West)	Huntington Park	AM	25	3	9	60	0	7	22	821	8	4	452	156	1478	F
			PM	7	0	16	65	0	5	5	612	3	2	564	148	1574.1	F
59	Santa Ana St/Salt Lake Ave (East)	Cudahy	AM	269	233	7	33	352	2	2	445	321	4	383	69	218.6	F
			PM	254	169	26	63	344	8	5	439	261	5	448	52	264.9	F

No.	Intersection Name	Jurisdiction	Peak Period	Peak-Hour Turning Movement Volumes												Delay (sec/veh)	LOS
				NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		
60	Ardine St/Salt Lake Ave	Cudahy	AM	50	406	8	25	593	4	24	87	124	10	60	55	24.2	C
			PM	45	350	3	10	569	14	35	35	115	10	95	49	19.6	C
61	Atlantic Ave/Salt Lake Ave	Cudahy	AM	425	1141	129	10	890	3	4	9	687	120	3	13	51.4	D
			PM	394	971	207	9	1193	5	2	15	605	190	9	15	81.2	F
62	Atlantic Ave/Azalea West	South Gate	AM	13	1559	-	-	1512	106	80	-	18	-	-	-	4.8	A
			PM	82	1328	-	-	1570	388	269	-	153	-	-	-	9.4	A
63	Firestone Blvd/Atlantic Ave	South Gate	AM	155	952	60	939	780	156	190	1571	144	56	1430	263	139	F
			PM	199	610	100	788	701	177	165	1460	134	88	1416	276	89.6	F
64	Firestone Blvd/Mason St	South Gate	AM	-	-	-	14	-	9	-	1891	-	-	1679	296	19.4	B
			PM	-	-	-	35	-	29	-	1840	-	-	1674	331	12.4	B
65	Firestone Blvd/Firestone Pl	South Gate	AM	-	-	-	2	-	18	4	1917	-	-	1961	5	58.9	E
			PM	-	-	-	3	-	70	11	1865	-	-	1962	20	24.1	C
66	Firestone Blvd/Rayo Ave	South Gate	AM	3	20	1181	40	3	7	14	1792	10	315	1927	91	49	D
			PM	17	32	1015	122	26	4	20	1823	21	357	1879	68	40.2	D
67	Southern Ave/Salt Lake Ave	South Gate	AM	38	-	2	-	-	-	-	31	18	0	20	-	4.2	A
			PM	21	-	2	-	-	-	-	17	16	3	29	-	4	A
68	Gardendale St/Center St	South Gate	AM	12	-	43	-	-	-	-	633	3	23	1078	-	23.5	C
			PM	14	-	47	-	-	-	-	704	11	59	556	-	17.2	C
69	Gardendale St/Dakota Ave	South Gate	AM	2	-	0	-	-	-	-	592	3	0	998	-	28.7	D
			PM	0	-	3	-	-	-	-	724	3	2	544	-	11.1	B
70	Gardendale St/Industrial Ave	South Gate	AM	31	-	10	-	-	-	-	657	13	5	1068	-	75.5	F
			PM	25	-	14	-	-	-	-	695	44	13	593	-	28.9	D
71	Main St/Center St	South Gate	AM	9	7	40	34	4	15	13	236	12	48	330	29	7.6	A
			PM	8	7	61	37	9	16	10	199	11	47	160	29	6.5	A
72	Main St/Dakota Ave	South Gate	AM	-	-	-	0	-	5	2	312	-	-	390	0	2.7	A
			PM	-	-	-	2	-	3	3	294	-	-	241	0	5.4	A
73	Main St/Arizona Ave/Industrial Ave	South Gate	AM	38	20	48	13	14	71	48	270	35	29	400	10	12.0	B
			PM	23	4	59	15	25	15	47	229	45	26	261	10	7.8	A
74	Century Blvd/Center St	South Gate	AM	-	-	-	4	-	24	10	104	-	-	128	5	2.1	A
			PM	-	-	-	2	-	16	13	104	-	-	53	3	1.2	A
75	Century Blvd/Florence Ave	South Gate	AM	-	-	-	3	-	30	0	179	-	-	104	31	2.4	A
			PM	-	-	-	0	-	13	0	75	-	-	62	21	1.6	A

No.	Intersection Name	Jurisdiction	Peak Period	Peak-Hour Turning Movement Volumes												Delay (sec/veh)	LOS
				NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		
76	Rosecrans Ave/Paramount Blvd	Paramount	AM	196	568	281	102	751	376	191	815	229	194	910	112	67.5	E
			PM	132	753	217	167	639	217	251	1056	206	153	688	178	22.7	C
77	Rosecrans Ave/Bianchi Wy	Paramount	AM	34	0	15	-	-	-	2	1365	147	27	1315	3	5.8	A
			PM	25	0	15	-	-	-	0	1497	43	11	915	5	22.7	C
78	Somerset Blvd/Hayter Ave	Paramount	AM	66	-	17	-	-	-	-	652	39	14	911	-	15.7	C
			PM	29	-	9	-	-	-	-	999	58	20	653	-	18.1	C
79	Somerset Blvd/Lakewood Blvd	Bellflower	AM	117	1013	238	94	1032	209	132	380	115	191	608	159	43.1	D
			PM	112	895	195	142	942	175	183	678	132	98	388	154	46.5	D
80	Paseo St/Lakewood Blvd	Bellflower	AM	39	1321	-	-	1314	25	36	-	54	-	-	-	4.9	A
			PM	53	1143	-	-	1288	30	11	-	21	-	-	-	4.5	A
81	Flora Vista St/Clark Ave	Bellflower	AM	25	692	6	13	691	3	3	0	24	11	0	80	7.6	A
			PM	30	634	29	19	866	4	3	2	12	15	5	73	22.4	C
82	Alondra Blvd/Clark Ave	Bellflower	AM	85	577	112	62	626	152	107	492	92	151	849	68	46.2	D
			PM	115	616	112	91	673	158	144	798	133	112	723	61	69.3	E
83	Alondra Blvd/Pacific Ave	Bellflower	AM	81	-	41	-	-	-	-	718	35	33	993	-	6.1	A
			PM	70	-	32	-	-	-	-	109	85	45	735	-	13.3	B
84	Alondra Blvd/Flora Vista St	Bellflower	AM	-	-	-	13	-	4	-	835	-	-	1125	77	52.6	F
			PM	-	-	-	20	-	4	-	1038	-	-	853	81	41.4	E
85	Alondra Blvd/Stevens Ave	Bellflower	AM	-	-	-	46	-	31	14	760	-	-	1164	25	34.5	D
			PM	-	-	-	29	-	28	29	1044	-	-	889	34	17.5	C
86	Flora Vista St/Bellflower Blvd	Bellflower	AM	4	707	51	69	729	9	2	0	0	94	2	124	6.9	A
			PM	4	914	99	91	847	8	7	0	16	78	0	101	25.5	C
87	Mayne St/Bellflower Blvd	Bellflower	AM	134	791	-	-	451	256	63	-	50	-	-	-	6.2	A
			PM	124	873	-	-	579	282	138	-	77	-	-	-	19.4	B
88	Oak St/Bellflower Blvd	Bellflower	AM	36	722	6	21	539	35	77	11	39	3	8	11	17.5	B
			PM	37	857	17	40	691	62	93	18	45	15	9	41	28.3	C
89	Artesia Blvd/Dumont Ave	Cerritos	AM	92	-	70	-	-	-	-	1258	135	77	1408	-	14.7	B
			PM	77	-	103	-	-	-	-	1395	85	59	1203	-	21.6	C
90	Artesia Blvd/Studebaker Rd	Cerritos	AM	131	524	66	164	634	480	522	524	179	159	661	277	48.1	D
			PM	236	975	189	175	734	413	610	797	155	146	676	156	99.8	F
91	Business Cir/Studebaker Rd	Cerritos	AM	-	622	34	15	728	-	-	-	-	18	-	43	8.4	A
			PM	-	830	11	8	757	-	-	-	-	8	-	18	8	A

No.	Intersection Name	Jurisdiction	Peak Period	Peak-Hour Turning Movement Volumes												Delay (sec/veh)	LOS
				NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		
92	186th St/Jersey Ave	Artesia	AM	17	0	11	-	-	-	-	35	39	21	35	-	3.3	A
			PM	24	0	23	-	-	-	-	11	18	56	31	-	2.4	A
93	187th St/Alburtis Ave	Artesia	AM	26	0	8	0	0	2	0	81	16	13	83	0	4.1	A
			PM	0	0	0	0	0	2	2	98	27	22	67	0	1.6	A
94	187th St/Corby Ave (West)	Artesia	AM	17	-	13	-	-	-	-	73	16	17	95	-	4.2	A
			PM	30	-	33	-	-	-	-	92	7	22	70	-	3.9	A
95	187th St/Corby Ave (East)	Artesia	AM	-	-	-	24	-	22	17	68	-	-	74	9	4.1	A
			PM	-	-	-	21	-	22	30	95	-	-	70	19	3.8	A
96	186th St/Pioneer Blvd	Artesia	AM	4	254	4	6	220	7	8	28	6	22	44	17	6.6	A
			PM	18	287	11	25	358	22	29	22	16	9	32	21	6.1	A
97	187th St/Pioneer Blvd	Artesia	AM	27	196	31	12	198	12	9	35	28	24	52	9	6.7	A
			PM	43	274	50	9	372	11	23	59	56	16	25	16	8.1	A
98	188th St/Pioneer Blvd	Artesia	AM	13	301	-	-	274	4	7	-	13	-	-	-	4.6	A
			PM	28	395	-	-	425	16	16	-	22	-	-	-	6.4	A
99	South St/Pioneer Blvd	Cerritos	AM	110	224	183	46	181	52	45	584	74	120	992	41	24.9	C
			PM	163	246	172	96	290	116	106	903	149	182	839	80	38.4	D
100	South St/Clarkdale Ave	Artesia	AM	-	-	-	39	-	44	107	709	-	-	1063	93	15.8	B
			PM	-	-	-	55	-	49	83	1133	-	-	1108	74	18.2	B
101	South St/Elaine Ave	Artesia	AM	-	-	-	27	-	51	71	688	-	-	1085	35	15.8	B
			PM	-	-	-	30	-	96	77	1104	-	-	1094	43	8.9	A
102	South St/Norwalk Blvd	Artesia	AM	88	563	70	87	502	133	104	363	73	88	894	112	26.3	C
			PM	181	829	121	116	772	112	141	488	62	83	383	134	25.3	C
103	South St/Bloomfield Ave	Cerritos	AM	81	613	234	136	523	199	135	372	68	168	812	120	30.4	C
			PM	117	558	182	97	627	141	134	678	103	226	715	80	29.7	C
104	South St/Alburtis Ave	Artesia	AM	21	6	7	10	6	14	28	631	30	24	1066	20	13.7	B
			PM	77	10	37	9	9	14	66	1194	90	82	1032	39	11.7	B
105	195th St/Pioneer Blvd	Cerritos	AM	128	277	87	57	289	65	59	360	115	136	513	80	16.2	B
			PM	110	409	111	128	438	95	56	382	122	98	449	116	16.8	B
106	Los Coyotes Blvd/Pioneer Blvd	Cerritos	AM	16	342	25	42	368	124	103	23	27	41	40	20	8.8	A
			PM	12	456	29	37	500	99	115	35	19	48	37	21	9.3	A
107	Del Amo Blvd/Pioneer Blvd	Cerritos	AM	212	257	306	126	196	112	80	731	134	92	1424	40	41.2	D
			PM	199	299	119	175	306	73	119	1070	193	93	972	72	31.1	C

No.	Intersection Name	Jurisdiction	Peak Period	Peak-Hour Turning Movement Volumes												Delay (sec/veh)	LOS
				NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		
108	183rd St/Pioneer Blvd	Cerritos	AM	32	239	28	98	274	109	70	311	23	40	413	116	17.2	B
			PM	57	357	43	164	360	197	208	482	55	66	505	123	24.6	C
109	Industrial Ave/Lincoln Ave	South Gate	AM	-	71	29	14	55	-	-	-	-	14	-	13	3.4	A
			PM	-	65	22	9	31	-	-	-	-	9	-	7	2.4	A

sec/veh = seconds per vehicle
LOS = level of service
NBL = northbound left
NBT = northbound through
NBR = northbound right

SBL = southbound left
SBT = southbound through
SBR = southbound right
EBL = eastbound left
EBT = eastbound through
EBR = eastbound right

WBL = westbound left
WBT = westbound through
WBR = westbound right
EB = eastbound

ATTACHMENT 5 LPA INTERSECTION VOLUME AND LEVEL OF SERVICE (LOS)

Table A5.1. LPA Conditions Key Intersections Volumes and LOS

No.	Intersection Name	Jurisdiction	Peak Period	Peak-Hour Turning Movement Volumes												Delay (sec/veh)	LOS
				NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		
30	Randolph St/Wilmington Ave	Huntington Park	AM	0	0	125	0	0	9	0	421	91	0	339	28	34	D
			PM	0	0	81	0	0	17	0	384	21	0	392	8	12.9	B
31	Randolph St/Alameda St (West)	Huntington Park	AM	6	814	88	29	419	16	56	448	28	76	336	137	129.1	F
			PM	18	594	69	38	803	18	19	460	36	67	388	53	192.2	F
32	Randolph St/Alameda St (East)	Huntington Park	AM	13	3	24	2	2	11	31	499	18	15	524	6	-	-
			PM	27	2	57	12	0	12	10	505	43	18	396	2	-	-
33	Randolph St/Regent St	Huntington Park	AM	-	-	-	-	-	12	-	546	-	-	538	24	7.1	A
			PM	-	-	-	-	-	43	-	547	-	-	446	4	7.3	A
34	Randolph St/Albany St	Huntington Park	AM	66	24	82	14	9	6	76	521	5	133	421	10	99.8	F
			PM	11	5	29	48	28	10	33	516	18	70	446	6	68.7	E
35	Randolph St/Santa Fe Ave	Huntington Park	AM	43	1487	71	-	597	56	221	368	31	141	447	29	71.6	E
			PM	21	818	89	-	1328	44	128	417	44	175	360	32	89.8	F
36	Randolph St/Malabar St	Huntington Park	AM	-	-	32	-	-	49	-	579	25	-	509	28	7.4	A
			PM	-	-	37	-	-	50	-	547	29	-	431	23	8.3	A
37	Randolph St/Rugby Ave	Los Angeles	AM	107	303	111	40	-	28	121	495	-	-	486	25	59.7	E
			PM	66	92	122	107	-	47	47	603	-	-	344	22	112.1	F
38	Pacific Blvd/Belgrave Ave	Huntington Park	AM	43	941	70	49	439	48	96	165	105	38	129	69	19.2	B
			PM	44	576	42	134	834	75	56	173	196	61	108	57	15.4	B
39	Pacific Blvd/Clarendon Ave	Huntington Park	AM	100	1006	81	25	417	212	29	176	65	42	134	76	18.5	B
			PM	88	536	70	50	901	118	34	150	47	24	83	55	12.0	B
40	Pacific Blvd/Randolph St	Huntington Park	AM	-	933	30	199	524	36	64	488	63	66	455	97	67.3	E
			PM	-	610	43	93	1049	60	115	552	81	109	356	27	57.6	E
41	Randolph St/Rita Ave	Huntington Park	AM	-	-	-	-	-	18	-	577	83	-	597	50	5.9	A
			PM	-	-	-	-	-	76	-	735	86	-	373	81	4.5	A
42	Randolph St/Seville Ave	Huntington Park	AM	30	386	48	30	138	41	113	494	23	217	557	58	135.8	F
			PM	41	172	31	57	340	45	123	654	40	173	354	36	108.8	F
43	Randolph St/Miles Ave	Huntington Park	AM	251	701	69	-	465	66	217	422	42	78	366	129	107.8	F
			PM	117	423	63	-	1029	42	76	598	64	85	360	48	119.8	F

No.	Intersection Name	Jurisdiction	Peak Period	Peak-Hour Turning Movement Volumes												Delay (sec/veh)	LOS
				NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		
44	Arbutus Ave/Randolph St	Huntington Park	AM	-	-	59	-	-	37	-	454	12	-	486	37	4.8	A
			PM	-	-	59	-	-	27	-	107	15	-	405	42	4.5	A
45	State St/Randolph St	Huntington Park	AM	-	1616	54	116	574	0	325	247	63	85	463	196	212.2	F
			PM	-	607	41	266	1345	0	228	317	108	114	279	86	130.9	F
46	Randolph St/Bissell Pl	Huntington Park	AM	3	0	4	-	-	-	-	400	6	13	627	-	6.9	A
			PM	0	3	12	-	-	-	-	609	9	4	409	-	5.5	A
47	Randolph Ave/Maywood Ave	Huntington Park	AM	55	475	10	6	286	6	94	263	58	13	332	28	17	B
			PM	32	327	16	22	443	22	5	404	100	11	241	5	11.8	B
48	Gage Ave/California Ave	Bell	AM	31	161	137	36	116	190	177	749	50	69	939	112	69.4	E
			PM	17	100	67	79	212	229	138	1179	99	48	930	94	120.3	F
49	Gage Ave/Salt Lake Ave (West)	Bell	AM	475	0	185	-	-	-	-	683	144	223	842	-	64.9	E
			PM	205	0	185	-	-	-	-	1190	254	302	855	-	114.4	F
50	Bell Ave/California Ave	Bell	AM	41	299	91	85	122	38	83	124	32	72	204	97	13.7	B
			PM	16	113	47	93	267	50	57	201	62	24	160	48	8.2	A
51	Bell Ave/Bissell St	Bell	AM	24	18	39	37	24	15	21	195	25	31	169	40	13.9	B
			PM	21	14	37	63	19	27	16	275	28	14	161	48	22.5	C
52	Bell Ave/Salt Lake Ave	Bell	AM	91	545	123	17	321	42	52	110	97	83	122	78	52.7	D
			PM	84	302	91	63	478	32	43	201	136	83	124	43	19.3	B
53	Florence Ave/California Ave (West)	Huntington Park	AM	181	530	360	120	301	64	32	1012	112	186	1497	174	103.2	F
			PM	157	331	284	130	478	74	38	1305	214	213	1089	113	80.8	F
54	Florence Ave/California Ave (East)	Huntington Park	AM	416	168	4	55	155	56	58	1185	225	0	1370	121	143.2	F
			PM	293	111	5	69	202	53	31	1288	352	2	1075	55	31.4	C
55	Otis Ave/Salt Lake Ave (West)	Huntington Park	AM	106	369	3	5	371	103	310	43	103	7	169	17	122.8	F
			PM	47	351	7	9	465	146	254	68	128	8	136	5	135.2	F
56	Otis Ave/Salt Lake Ave (East)	Cudahy	AM	54	474	174	54	378	0	7	169	56	45	232	43	36.4	E
			PM	32	446	124	61	446	0	13	235	124	45	157	52	93.7	F
57	Otis Ave/Elizabeth St	Cudahy	AM	4	385	134	77	378	5	2	39	0	70	80	99	342.3	F
			PM	0	400	95	73	413	4	7	46	0	95	63	69	366.5	F
58	Santa Ana St/Salt Lake Ave (West)	Huntington Park	AM	0	0	37	60	0	7	22	821	8	0	452	156	823.4	F
			PM	0	0	23	65	0	5	5	612	3	0	564	148	747.1	F
59	Santa Ana St/Salt Lake Ave (East)	Cudahy	AM	269	233	7	33	352	2	30	445	321	4	383	69	146.8	F
			PM	254	169	26	63	344	8	12	439	261	5	448	52	100.9	F

No.	Intersection Name	Jurisdiction	Peak Period	Peak-Hour Turning Movement Volumes												Delay (sec/veh)	LOS
				NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		
60	Ardine St/Salt Lake Ave	Cudahy	AM	50	406	8	25	593	4	24	87	124	10	60	55	25.2	D
			PM	45	350	3	10	569	14	35	35	115	10	95	49	16.3	C
61	Atlantic Ave/Salt Lake Ave	Cudahy	AM	431	1159	129	10	967	3	4	9	713	120	3	13	53.2	D
			PM	420	1048	207	9	1211	5	2	15	611	190	9	15	81.7	F
62	Atlantic Ave/Azalea West	South Gate	AM	13	1559	340	85	1512	106	80	-	18	27	0	7	10.6	B
			PM	82	1328	27	7	1570	388	269	-	153	340	0	85	18.5	B
63	Firestone Blvd/Atlantic Ave	South Gate	AM	155	1037	60	952	787	163	275	1571	144	56	1430	432	140.2	F
			PM	199	617	100	958	786	262	172	1460	134	88	1416	288	91.2	F
64	Firestone Blvd/Mason St	South Gate	AM	-	-	-	14	-	9	-	1904	-	-	1849	296	10.9	B
			PM	-	-	-	35	-	29	-	2010	-	-	1687	331	14.8	B
65	Firestone Blvd/Firestone Pl	South Gate	AM	-	-	-	2	-	18	-	1930	-	-	2131	5	44.5	D
			PM	-	-	-	3	-	70	-	2035	-	-	1975	20	27.5	C
66	Firestone Blvd/Rayo Ave	South Gate	AM	3	20	1181	40	3	7	14	1805	10	315	2097	91	42.3	D
			PM	17	32	1015	122	26	4	20	1993	21	357	1892	68	43.4	D
67	Southern Ave/Salt Lake Ave	South Gate	AM	38	-	2	-	-	-	-	31	18	0	20	-	6.4	A
			PM	21	-	2	-	-	-	-	17	16	3	29	-	4.5	A
68	Gardendale St/Center St	South Gate	AM	17	-	57	-	-	-	-	660	22	35	1089	-	48.8	E
			PM	33	-	68	-	-	-	-	715	14	73	583	-	41.0	E
69	Gardendale St/Dakota Ave	South Gate	AM	-	-	-	-	-	-	-	630	5	-	1021	-	8.2	A
			PM	-	-	-	-	-	-	-	751	5	-	585	-	9.2	A
70	Gardendale St/Industrial Ave	South Gate	AM	31	-	10	-	-	-	-	679	29	69	1091	-	594.2	F
			PM	41	-	78	-	-	-	-	722	44	13	616	-	50.9	F
71	Main St/Center St	South Gate	AM	9	24	38	34	35	15	13	236	12	48	330	31	10.0	A
			PM	8	38	61	37	24	16	10	199	11	47	160	29	7.7	A
72	Main St/Dakota Ave	South Gate	AM	-	-	-	0	-	7	0	312	-	-	390	0	4.1	A
			PM	-	-	-	0	-	8	0	294	-	-	241	0	7.5	A
73	Main St/Arizona Ave/Industrial Ave	South Gate	AM	38	20	48	13	93	71	48	270	35	29	400	10	17.3	C
			PM	23	83	59	15	25	15	47	229	45	26	261	10	11.6	B
74	Century Blvd/Center St	South Gate	AM	-	-	-	4	-	24	10	168	-	-	128	5	2.4	A
			PM	-	-	-	2	-	16	13	104	-	-	117	3	1.6	A
75	Century Blvd/Florence Ave	South Gate	AM	-	-	-	3	-	45	15	243	-	-	104	31	2.5	A
			PM	-	-	-	0	-	28	15	75	-	-	126	21	2.2	A

No.	Intersection Name	Jurisdiction	Peak Period	Peak-Hour Turning Movement Volumes												Delay (sec/veh)	LOS
				NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		
76	Rosecrans Ave/Paramount Blvd	Paramount	AM	280	568	281	102	751	433	210	843	257	194	994	112	69.7	E
			PM	160	753	217	167	639	236	308	1140	290	153	716	178	26.5	C
77	Rosecrans Ave/Bianchi Wy	Paramount	AM	34	0	15	74	0	19	59	1365	147	27	1315	226	9.3	A
			PM	25	0	15	223	0	57	19	1497	43	11	915	79	8.6	A
78	Somerset Blvd/Hayter Ave	Paramount	AM	66	-	17	-	-	-	-	652	39	14	911	-	13.4	B
			PM	29	-	9	-	-	-	-	999	58	20	653	-	17.0	C
79	Somerset Blvd/Lakewood Blvd	Bellflower	AM	117	1013	238	94	1032	209	132	380	115	191	608	159	44.8	D
			PM	112	895	195	142	942	175	183	678	132	98	388	154	38.9	D
80	Paseo St/Lakewood Blvd	Bellflower	AM	39	1321	-	-	1314	25	36	-	54	-	-	-	12.8	B
			PM	53	1143	-	-	1288	30	11	-	21	-	-	-	7.9	A
81	Flora Vista St/Clark Ave	Bellflower	AM	-	723	6	-	709	3	-	-	24	-	-	80	172.1	F
			PM	-	682	29	-	873	4	-	-	12	-	-	78	389.0	F
82	Alondra Blvd/Clark Ave	Bellflower	AM	124	616	112	80	626	152	107	545	92	183	868	75	61.1	E
			PM	150	651	112	98	673	158	144	817	133	157	776	79	83.3	F
83	Alondra Blvd/Pacific Ave	Bellflower	AM	-	-	41	-	-	-	-	788	35	-	1051	-	9.2	A
			PM	-	-	32	-	-	-	-	1111	85	-	850	-	6.2	A
84	Alondra Blvd/Flora Vista St	Bellflower	AM	-	-	-	-	-	-	-	905	-	-	1150	77	34.5	C
			PM	-	-	-	-	-	-	-	1063	-	-	923	81	3.7	A
85	Alondra Blvd/Stevens Ave	Bellflower	AM	-	-	-	46	-	31	14	830	-	-	1189	25	36.2	E
			PM	-	-	-	29	-	28	29	1069	-	-	959	34	20.4	C
86	Flora Vista St/Bellflower Blvd	Bellflower	AM	109	707	51	69	729	254	90	0	38	94	2	120	18.1	B
			PM	42	914	99	91	847	96	252	0	121	78	0	101	25.9	C
87	Mayne St/Bellflower Blvd	Bellflower	AM	134	896	-	-	489	256	63	-	50	-	-	-	18.2	B
			PM	124	911	-	-	684	282	138	-	77	-	-	-	24.8	C
88	Oak St/Bellflower Blvd	Bellflower	AM	36	827	6	21	577	35	77	11	39	3	8	11	22.1	C
			PM	37	895	17	40	796	62	93	18	45	15	9	41	32.2	C
89	Artesia Blvd/Dumont Ave	Cerritos	AM	92	-	70	-	-	-	-	1258	135	77	1408	-	24.2	C
			PM	77	-	103	-	-	-	-	1395	85	59	1203	-	58.2	E
90	Artesia Blvd/Studebaker Rd	Cerritos	AM	131	524	66	164	634	480	522	524	179	159	661	277	49.4	D
			PM	236	975	189	175	734	413	610	797	155	146	676	156	82.9	F
91	Business Cir/Studebaker Rd	Cerritos	AM	-	622	34	15	728	-	-	-	-	18	-	43	3.3	A
			PM	-	830	11	8	757	-	-	-	-	8	-	18	15.3	C

No.	Intersection Name	Jurisdiction	Peak Period	Peak-Hour Turning Movement Volumes												Delay (sec/veh)	LOS
				NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		
92	186th St/Jersey Ave	Artesia	AM	17	0	104	-	-	-	-	35	39	59	35	-	5.5	A
			PM	24	0	164	-	-	-	-	11	18	105	31	-	8.1	A
93	187th St/Alburtis Ave	Artesia	AM	56	0	0	0	0	2	0	88	16	0	31	0	2.9	A
			PM	22	0	0	0	0	2	0	28	27	0	77	0	4.4	A
94	187th St/Corby Ave (West)	Artesia	AM	30	-	0	-	-	-	-	0	38	0	0	-	1.5	A
			PM	63	-	0	-	-	-	-	0	29	0	0	-	3.0	A
95	187th St/Corby Ave (East)	Artesia	AM	-	-	-	24	-	0	0	0	-	-	0	53	1.5	A
			PM	-	-	-	21	-	0	0	0	-	-	0	63	1.1	A
96	186th St/Pioneer Blvd	Artesia	AM	4	254	4	6	380	23	68	88	10	22	44	17	11.0	B
			PM	18	403	11	25	402	49	112	94	32	9	32	21	8.1	A
97	187th St/Pioneer Blvd	Artesia	AM	0	240	31	12	358	0	0	0	28	76	0	9	5.2	A
			PM	0	434	50	9	416	0	0	0	56	41	0	16	4.1	A
99	188th St/Pioneer Blvd	Cerritos	AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-
99	South St/Pioneer Blvd	Cerritos	AM	150	463	183	112	247	104	45	584	74	120	992	280	27.6	C
			PM	234	312	172	335	529	141	106	903	149	182	839	146	40.5	D
100	South St/Clarkdale Ave	Artesia	AM	-	-	-	39	-	44	107	723	-	-	1109	93	9.9	A
			PM	-	-	-	55	-	49	83	1179	-	-	1122	74	18.7	B
101	South St/Elaine Ave	Artesia	AM	-	-	-	27	-	51	71	702	-	-	1131	35	11.2	B
			PM	-	-	-	30	-	96	77	1150	-	-	1108	43	9.2	A
102	South St/Norwalk Blvd	Artesia	AM	125	563	70	87	502	157	111	412	83	88	1072	112	30.8	C
			PM	151	488	62	83	383	141	205	1007	158	116	821	112	28.1	C
103	South St/Bloomfield Ave	Cerritos	AM	118	613	234	136	523	223	142	404	78	168	929	120	33.3	C
			PM	127	558	182	97	627	148	158	795	140	226	747	80	33.3	C
104	South St/Alburtis Ave	Artesia	AM	21	6	7	10	6	14	28	689	30	24	1066	20	15.7	B
			PM	77	10	37	9	9	14	66	1194	90	82	1090	39	12.1	B
105	195th St/Pioneer Blvd	Cerritos	AM	128	455	87	64	338	75	96	360	115	136	513	104	18.7	B
			PM	110	458	111	152	616	132	66	382	122	98	449	123	18.9	B
106	Los Coyotes Blvd/Pioneer Blvd	Cerritos	AM	16	520	25	42	417	124	103	23	27	41	40	20	15.3	B
			PM	12	505	29	37	678	99	115	35	19	48	37	21	9.4	B
107	Del Amo Blvd/Pioneer Blvd	Cerritos	AM	212	374	306	134	228	119	109	731	134	92	1424	70	44.1	D
			PM	199	331	119	205	423	102	126	1070	193	93	972	80	33.1	C

No.	Intersection Name	Jurisdiction	Peak Period	Peak-Hour Turning Movement Volumes												Delay (sec/veh)	LOS
				NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		
108	183rd St/Pioneer Blvd	Cerritos	AM	45	252	46	98	322	109	70	311	71	99	413	116	18.8	B
			PM	105	405	107	164	373	197	208	482	68	79	505	123	25.0	C
109	Industrial Ave/Lincoln Ave	South Gate	AM	-	71	29	14	134	-	-	-	-	14	-	13	3.6	A
			PM	-	144	22	9	31	-	-	-	-	9	-	7	3.5	A
110	Parking Structure/Solana Pl/Pioneer Blvd	Artesia	AM	558	301	2	3	274	116	0	-	154	7	-	6	7.4	A
			PM	154	395	3	4	425	0	116	-	558	2	-	2	18.3	B
sec/veh = seconds per vehicle LOS = level of service NBL = northbound left NBT = northbound through NBR = northbound right		SBL = southbound left SBT = southbound through SBR = southbound right EBL = eastbound left EBT = eastbound through EBR = eastbound right				WBL = westbound left WBT = westbound through WBR = westbound right											

Table A5.2. Build Alternatives Conditions Key Intersections Park and Ride Volumes

No.	Intersection Name	Jurisdiction	Peak Period	Park and Ride Turning Movement Volumes											
				NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
30	Randolph St/Wilmington Ave	Huntington Park	AM	0	0	0	0	0	0	0	0	0	0	0	0
			PM	0	0	0	0	0	0	0	0	0	0	0	0
31	Randolph St/Alameda St (West)	Huntington Park	AM	0	0	0	0	0	0	0	0	0	0	0	0
			PM	0	0	0	0	0	0	0	0	0	0	0	0
32	Randolph St/Alameda St (East)	Huntington Park	AM	0	0	0	0	0	0	0	0	0	0	0	0
			PM	0	0	0	0	0	0	0	0	0	0	0	0
33	Randolph St/Regent St	Huntington Park	AM	-	-	-	-	-	0	-	0	-	-	0	0
			PM	-	-	-	-	-	0	-	0	-	-	0	0
34	Randolph St/Albany St	Huntington Park	AM	0	0	0	0	0	0	0	0	0	0	0	0
			PM	0	0	0	0	0	0	0	0	0	0	0	0
35	Randolph St/Santa Fe Ave	Huntington Park	AM	0	0	0	-	0	0	0	0	0	0	0	0
			PM	0	0	0	-	0	0	0	0	0	0	0	0
36	Randolph St/Malabar St	Huntington Park	AM	-	-	0	-	-	0	-	0	0	-	0	0
			PM	-	-	0	-	-	0	-	0	0	-	0	0
37	Randolph St/Rugby Ave	Los Angeles	AM	0	0	0	0	-	0	0	0	-	-	0	0
			PM	0	0	0	0	-	0	0	0	-	-	0	0
38	Pacific Blvd/Belgrave Ave	Huntington Park	AM	0	0	0	0	0	0	0	0	0	0	0	0
			PM	0	0	0	0	0	0	0	0	0	0	0	0
39	Pacific Blvd/Clarendon Ave	Huntington Park	AM	0	0	0	0	0	0	0	0	0	0	0	0
			PM	0	0	0	0	0	0	0	0	0	0	0	0
40	Pacific Blvd/Randolph St	Huntington Park	AM	-	0	0	0	0	0	0	0	0	0	0	0
			PM	-	0	0	0	0	0	0	0	0	0	0	0
41	Randolph St/Rita Ave	Huntington Park	AM	-	-	-	-	-	0	-	0	0	-	0	0
			PM	-	-	-	-	-	0	-	0	0	-	0	0
42	Randolph St/Seville Ave	Huntington Park	AM	0	0	0	0	0	0	0	0	0	0	0	0
			PM	0	0	0	0	0	0	0	0	0	0	0	0
43	Randolph St/Miles Ave	Huntington Park	AM	0	0	0	-	0	0	0	0	0	0	0	0
			PM	0	0	0	-	0	0	0	0	0	0	0	0
44	Arbutus Ave/Randolph St	Huntington Park	AM	-	-	0	-	-	0	-	0	0	-	0	0
			PM	-	-	0	-	-	0	-	0	0	-	0	0

No.	Intersection Name	Jurisdiction	Peak Period	Park and Ride Turning Movement Volumes											
				NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
45	State St/Randolph St	Huntington Park	AM	-	0	0	0	0	0	0	0	0	0	0	0
			PM	-	0	0	0	0	0	0	0	0	0	0	0
46	Randolph St/Bissell Pl	Huntington Park	AM	0	0	0	-	-	-	-	0	0	0	0	-
			PM	0	0	0	-	-	-	-	0	0	0	0	-
47	Randolph Ave/Maywood Ave	Huntington Park	AM	0	0	0	0	0	0	0	0	0	0	0	0
			PM	0	0	0	0	0	0	0	0	0	0	0	0
48	Gage Ave/California Ave	Bell	AM	0	0	0	0	0	0	0	0	0	0	0	0
			PM	0	0	0	0	0	0	0	0	0	0	0	0
49	Gage Ave/Salt Lake Ave (West)	Bell	AM	0	0	0	-	-	-	-	0	0	0	0	-
			PM	0	0	0	-	-	-	-	0	0	0	0	-
50	Bell Ave/California Ave	Bell	AM	0	0	0	0	0	0	0	0	0	0	0	0
			PM	0	0	0	0	0	0	0	0	0	0	0	0
51	Bell Ave/Bissell St	Bell	AM	0	0	0	0	0	0	0	0	0	0	0	0
			PM	0	0	0	0	0	0	0	0	0	0	0	0
52	Bell Ave/Salt Lake Ave	Bell	AM	0	0	0	0	0	0	0	0	0	0	0	0
			PM	0	0	0	0	0	0	0	0	0	0	0	0
53	Florence Ave/California Ave (West)	Huntington Park	AM	0	0	0	0	0	0	0	0	0	0	0	0
			PM	0	0	0	0	0	0	0	0	0	0	0	0
54	Florence Ave/California Ave (East)	Huntington Park	AM	0	0	0	0	0	0	0	0	0	0	0	0
			PM	0	0	0	0	0	0	0	0	0	0	0	0
55	Otis Ave/Salt Lake Ave (West)	Huntington Park	AM	0	-	0	-	-	-	-	0	0	0	0	-
			PM	0	-	0	-	-	-	-	0	0	0	0	-
56	Otis Ave/Salt Lake Ave (East)	Cudahy	AM	-	-	-	0	-	0	0	0	-	-	0	0
			PM	-	-	-	0	-	0	0	0	-	-	0	0
57	Otis Ave/Elizabeth St	Cudahy	AM	0	0	0	0	0	0	0	0	0	0	0	0
			PM	0	0	0	0	0	0	0	0	0	0	0	0
58	Santa Ana St/Salt Lake Ave (West)	Huntington Park	AM	0	0	0	0	0	0	0	0	0	0	0	0
			PM	0	0	0	0	0	0	0	0	0	0	0	0
59	Santa Ana St/Salt Lake Ave (East)	Cudahy	AM	0	0	0	0	0	0	0	0	0	0	0	0
			PM	0	0	0	0	0	0	0	0	0	0	0	0
60	Ardine St/Salt Lake Ave	Cudahy	AM	0	0	0	0	0	0	0	0	0	0	0	0
			PM	0	0	0	0	0	0	0	0	0	0	0	0

No.	Intersection Name	Jurisdiction	Peak Period	Park and Ride Turning Movement Volumes											
				NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
61	Atlantic Ave/Salt Lake Ave	Cudahy	AM	0	0	0	0	59	0	0	0	20	0	0	0
			PM	20	59	0	0	0	0	0	0	0	0	0	0
62	Atlantic Ave/Azalea West	South Gate	AM	0	0	313	78	0	0	0	-	0	0	0	0
			PM	0	0	0	0	0	0	0	-	0	313	0	78
63	Firestone Blvd/Atlantic Ave	South Gate	AM	0	78	0	0	0	0	78	0	0	0	0	157
			PM	0	0	0	157	78	78	0	0	0	0	0	0
64	Firestone Blvd/Mason St	South Gate	AM	-	-	-	0	-	0	-	0	-	-	157	0
			PM	-	-	-	0	-	0	-	157	-	-	0	0
65	Firestone Blvd/Firestone Pl	South Gate	AM	-	-	-	0	-	0	0	0	-	-	157	0
			PM	-	-	-	0	-	0	0	157	-	-	0	0
66	Firestone Blvd/Rayo Ave	South Gate	AM	0	0	0	0	0	0	0	0	0	0	157	0
			PM	0	0	0	0	0	0	0	157	0	0	0	0
67	Southern Ave/Salt Lake Ave	South Gate	AM	0	-	0	-	-	-	-	0	0	0	0	-
			PM	0	-	0	-	-	-	-	0	0	0	0	-
68	Gardendale St/Center St	South Gate	AM	0	-	0	-	-	-	-	16	16	0	0	-
			PM	16	-	0	-	-	-	-	0	0	0	16	-
69	Gardendale St/Dakota Ave	South Gate	AM	0	-	0	-	-	-	-	16	0	0	0	-
			PM	0	-	0	-	-	-	-	0	0	0	16	-
70	Gardendale St/Industrial Ave	South Gate	AM	0	-	0	-	-	-	-	0	16	64	0	-
			PM	16	-	64	-	-	-	-	0	0	0	0	-
71	Main St/Center St	South Gate	AM	0	0	0	0	16	0	0	0	0	0	0	0
			PM	0	16	0	0	0	0	0	0	0	0	0	0
72	Main St/Dakota Ave	South Gate	AM	-	-	-	0	-	0	0	0	-	-	0	0
			PM	-	-	-	0	-	0	0	0	-	-	0	0
73	Main St/Arizona Ave/Industrial Ave	South Gate	AM	0	0	0	0	79	0	0	0	0	0	0	0
			PM	0	79	0	0	0	0	0	0	0	0	0	0
74	Century Blvd/Center St	South Gate	AM	-	-	-	0	-	0	0	64	-	-	0	0
			PM	-	-	-	0	-	0	0	0	-	-	64	0
75	Century Blvd/Florence Ave	South Gate	AM	-	-	-	0	-	0	0	64	-	-	0	0
			PM	-	-	-	0	-	0	0	0	-	-	64	0
76	Rosecrans Ave/Paramount Blvd	Paramount	AM	56	0	0	0	0	38	0	0	0	0	56	0
			PM	0	0	0	0	0	0	38	56	56	0	0	0

No.	Intersection Name	Jurisdiction	Peak Period	Park and Ride Turning Movement Volumes											
				NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
77	Rosecrans Ave/Bianchi Wy	Paramount	AM	0	0	0	0	0	0	38	0	0	0	0	149
			PM	0	0	0	149	0	38	0	0	0	0	0	0
78	Somerset Blvd/Hayter Ave	Paramount	AM	0	-	0	-	-	-	-	0	0	0	0	-
			PM	0	-	0	-	-	-	-	0	0	0	0	-
79	Somerset Blvd/Lakewood Blvd	Bellflower	AM	0	0	0	0	0	0	0	0	0	0	0	0
			PM	0	0	0	0	0	0	0	0	0	0	0	0
80	Paseo St/Lakewood Blvd	Bellflower	AM	0	0	-	-	0	0	0	-	0	-	-	-
			PM	0	0	-	-	0	0	-	-	0	-	-	-
81	Flora Vista St/Clark Ave	Bellflower	AM	-	0	0	-	11	0	-	-	0	-	-	0
			PM	-	11	0	-	0	0	0	0	0	0	0	0
82	Alondra Blvd/Clark Ave	Bellflower	AM	0	0	0	11	0	0	0	34	0	0	0	0
			PM	0	0	0	0	0	0	0	0	0	0	34	11
83	Alondra Blvd/Pacific Ave	Bellflower	AM	-	-	0	-	-	-	-	45	0	0	0	-
			PM	-	-	0	-	-	-	-	0	0	0	45	-
84	Alondra Blvd/Flora Vista St	Bellflower	AM	-	-	-	-	-	-	-	45	-	-	0	0
			PM	-	-	-	-	-	-	-	0	-	-	45	0
85	Alondra Blvd/Stevens Ave	Bellflower	AM	-	-	-	0	-	0	0	45	-	-	0	0
			PM	-	-	-	0	-	0	0	0	-	-	45	0
86	Flora Vista St/Bellflower Blvd	Bellflower	AM	67	0	0	0	0	157	0	0	0	0	0	0
			PM	0	0	0	0	0	0	157	0	67	0	0	0
87	Mayne St/Bellflower Blvd	Bellflower	AM	0	67	-	-	0	0	0	-	0	-	-	-
			PM	0	0	-	-	67	0	0	-	0	-	-	-
88	Oak St/Bellflower Blvd	Bellflower	AM	0	67	0	0	0	0	0	0	0	0	0	0
			PM	0	0	0	0	67	0	0	0	0	0	0	0
89	Artesia Blvd/Dumont Ave	Cerritos	AM	0	-	0	-	-	-	-	0	0	0	0	-
			PM	0	-	0	-	-	-	-	0	0	0	0	-
90	Artesia Blvd/Studebaker Rd	Cerritos	AM	0	0	0	0	0	0	0	0	0	0	0	0
			PM	0	0	0	0	0	0	0	0	0	0	0	0
91	Business Cir/Studebaker Rd	Cerritos	AM	-	0	0	0	0	-	-	-	-	0	-	0
			PM	-	0	0	0	0	-	-	-	-	0	-	0
92	186th St/Jersey Ave	Artesia	AM	0	-	0	-	-	-	-	0	0	0	0	-
			PM	0	-	0	-	-	-	-	0	0	0	0	-

No.	Intersection Name	Jurisdiction	Peak Period	Park and Ride Turning Movement Volumes											
				NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
93	187th St/Alburtis Ave	Artesia	AM	0	0	0	0	0	0	0	58	0	0	0	0
			PM	0	0	0	0	0	0	0	0	0	0	58	0
94	187th St/Corby Ave (West)	Artesia	AM	0	-	0	-	-	-	-	0	0	0	0	-
			PM	0	-	0	-	-	-	-	0	0	0	0	-
95	187th St/Corby Ave (East)	Artesia	AM	-	-	-	0	-	0	0	0	-	-	0	0
			PM	-	-	-	0	-	0	0	0	-	-	0	0
96	186th St/Pioneer Blvd	Artesia	AM	0	0	0	0	116	0	0	0	0	0	0	0
			PM	0	116	0	0	0	0	0	0	0	0	0	0
97	187th St/Pioneer Blvd	Artesia	AM	0	0	0	0	116	0	0	0	0	0	0	0
			PM	0	116	0	0	0	0	0	0	0	0	0	0
98	188th St/Pioneer Blvd	Artesia	AM	-	-	-	-	-	-	-	-	-	-	-	-
			PM	-	-	-	-	-	-	-	-	-	-	-	-
99	South St/Pioneer Blvd	Cerritos	AM	0	173	0	0	0	0	58	0	0	0	0	173
			PM	0	0	0	173	173	58	0	0	0	0	0	0
100	South St/Clarkdale Ave	Artesia	AM	-	-	-	0	-	0	0	0	-	-	173	0
			PM	-	-	-	0	-	0	0	173	-	-	0	0
101	South St/Elaine Ave	Artesia	AM	-	-	-	0	-	0	0	0	-	-	173	0
			PM	-	-	-	0	-	0	0	173	-	-	0	0
102	South St/Norwalk Blvd	Artesia	AM	27	0	0	0	0	17	0	0	0	0	129	0
			PM	0	0	0	0	0	0	17	129	27	0	0	0
103	South St/Bloomfield Ave	Cerritos	AM	27	0	0	0	0	17	0	0	0	0	85	0
			PM	0	0	0	0	0	0	17	85	27	0	0	0
104	South St/Alburtis Ave	Artesia	AM	0	0	0	0	0	0	0	58	0	0	0	0
			PM	0	0	0	0	0	0	0	0	0	0	58	0
105	195th St/Pioneer Blvd	Cerritos	AM	0	129	0	0	0	0	27	0	0	0	0	17
			PM	0	0	0	17	129	27	0	0	0	0	0	0
106	Los Coyotes Blvd/Pioneer Blvd	Cerritos	AM	0	129	0	0	0	0	0	0	0	0	0	0
			PM	0	0	0	0	129	0	0	0	0	0	0	0
107	Del Amo Blvd/Pioneer Blvd	Cerritos	AM	0	85	0	0	0	0	22	0	0	0	0	22
			PM	0	0	0	22	85	22	0	0	0	0	0	0
108	183rd St/Pioneer Blvd	Cerritos	AM	0	0	0	0	35	0	0	0	35	46	0	0
			PM	35	35	46	0	0	0	0	0	0	0	0	0

No.	Intersection Name	Jurisdiction	Peak Period	Park and Ride Turning Movement Volumes											
				NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
109	Industrial Ave/Lincoln Ave	South Gate	AM	0	0	0	0	79	0	0	0	0	0	0	0
			PM	0	79	0	0	0	0	0	0	0	0	0	0
110	Parking Structure/Solana Pl/Pioneer Blvd	Artesia	AM	404	0	0	0	0	116	0	-	0	0	-	0
			PM	0	0	0	0	0	0	116	-	404	0	-	0

sec/veh = seconds per vehicle
LOS = level of service
NBL = northbound left
NBT = northbound through
NBR = northbound right

SBL = southbound left
SBT = southbound through
SBR = southbound right
EBL = eastbound left
EBT = eastbound through
EBR = eastbound right

Table A5.3. Build Alternatives Conditions Key Intersections Kiss and Ride Volumes

No.	Intersection Name	Jurisdiction	Peak Period	Kiss and Ride Turning Movement Volumes											
				NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
30	Randolph St/Wilmington Ave	Huntington Park	AM	0	0	0	0	0	0	0	0	0	0	0	0
			PM	0	0	0	0	0	0	0	0	0	0	0	0
31	Randolph St/Alameda St (West)	Huntington Park	AM	0	0	0	0	0	0	0	0	0	0	0	0
			PM	0	0	0	0	0	0	0	0	0	0	0	0
32	Randolph St/Alameda St (East)	Huntington Park	AM	0	0	0	0	0	0	0	0	0	0	0	0
			PM	0	0	0	0	0	0	0	0	0	0	0	0
33	Randolph St/Regent St	Huntington Park	AM	-	-	-	-	-	0	-	0	-	-	0	0
			PM	-	-	-	-	-	0	-	0	-	-	0	0
34	Randolph St/Albany St	Huntington Park	AM	0	0	0	0	0	0	0	0	0	0	0	0
			PM	0	0	0	0	0	0	0	0	0	0	0	0
35	Randolph St/Santa Fe Ave	Huntington Park	AM	0	0	0	-	0	0	0	1	0	0	1	0
			PM	0	0	0	-	0	0	0	1	0	0	1	0
36	Randolph St/Malabar St	Huntington Park	AM	-	-	0	-	-	0	-	1	0	-	1	0
			PM	-	-	0	-	-	0	-	1	0	-	1	0
37	Randolph St/Rugby Ave	Los Angeles	AM	0	0	0	0	-	0	0	1	-	-	1	0
			PM	0	0	0	0	-	0	0	1	-	-	1	0
38	Pacific Blvd/Belgrave Ave	Huntington Park	AM	0	0	0	0	0	0	0	0	0	0	0	0
			PM	0	0	0	0	0	0	0	0	0	0	0	0
39	Pacific Blvd/Clarendon Ave	Huntington Park	AM	0	2	0	0	2	0	0	0	0	0	0	0
			PM	0	2	0	0	2	0	0	0	0	0	0	0
40	Pacific Blvd/Randolph St	Huntington Park	AM	-	0	0	0	0	0	0	0	0	0	0	0
			PM	-	0	0	0	0	0	0	0	0	0	0	0
41	Randolph St/Rita Ave	Huntington Park	AM	-	-	-	-	-	0	-	0	0	-	0	0
			PM	-	-	-	-	-	0	-	0	0	-	0	0
42	Randolph St/Seville Ave	Huntington Park	AM	0	0	0	0	0	0	0	3	0	0	3	0
			PM	0	0	0	0	0	0	0	3	0	0	3	0
43	Randolph St/Miles Ave	Huntington Park	AM	0	0	0	-	0	0	0	3	0	0	3	0
			PM	0	0	0	-	0	0	0	3	0	0	3	0
44	Arbutus Ave/Randolph St	Huntington Park	AM	-	-	0	-	-	0	-	3	0	-	3	0
			PM	-	-	0	-	-	0	-	3	0	-	3	0

No.	Intersection Name	Jurisdiction	Peak Period	Kiss and Ride Turning Movement Volumes											
				NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
45	State St/Randolph St	Huntington Park	AM	-	0	0	0	0	0	0	3	0	0	3	0
			PM	-	0	0	0	0	0	0	3	0	0	3	0
46	Randolph St/Bissell Pl	Huntington Park	AM	0	0	0	-	-	-	-	0	0	0	0	-
			PM	0	0	0	-	-	-	-	0	0	0	0	-
47	Randolph Ave/Maywood Ave	Huntington Park	AM	0	0	0	0	0	0	0	0	0	0	0	0
			PM	0	0	0	0	0	0	0	0	0	0	0	0
48	Gage Ave/California Ave	Bell	AM	0	0	0	0	0	0	0	0	0	0	0	0
			PM	0	0	0	0	0	0	0	0	0	0	0	0
49	Gage Ave/Salt Lake Ave (West)	Bell	AM	0	0	0	-	-	-	-	0	0	0	0	-
			PM	0	0	0	-	-	-	-	0	0	0	0	-
50	Bell Ave/California Ave	Bell	AM	0	0	0	0	0	0	0	2	0	0	2	0
			PM	0	0	0	0	0	0	0	2	0	0	2	0
51	Bell Ave/Bissell St	Bell	AM	0	0	0	1	0	0	0	1	0	0	1	1
			PM	0	0	0	1	0	0	0	1	0	0	1	1
52	Bell Ave/Salt Lake Ave	Bell	AM	2	0	2	0	0	0	0	0	2	2	0	0
			PM	2	0	2	0	0	0	0	0	2	2	0	0
53	Florence Ave/California Ave (West)	Huntington Park	AM	4	4	12	4	0	0	0	4	0	12	0	0
			PM	4	4	12	4	0	0	0	4	0	12	0	0
54	Florence Ave/California Ave (East)	Huntington Park	AM	0	0	0	0	0	0	0	12	0	0	12	0
			PM	0	0	0	0	0	0	0	12	0	0	12	0
55	Otis Ave/Salt Lake Ave (West)	Huntington Park	AM	0	-	0	-	-	-	-	0	0	0	0	-
			PM	0	-	0	-	-	-	-	0	0	0	0	-
56	Otis Ave/Salt Lake Ave (East)	Cudahy	AM	-	-	-	0	-	0	0	0	-	-	0	0
			PM	-	-	-	0	-	0	0	0	-	-	0	0
57	Otis Ave/Elizabeth St	Cudahy	AM	0	0	0	0	0	0	0	0	0	0	0	0
			PM	0	0	0	0	0	0	0	0	0	0	0	0
58	Santa Ana St/Salt Lake Ave (West)	Huntington Park	AM	0	0	0	0	0	0	0	0	0	0	0	0
			PM	0	0	0	0	0	0	0	0	0	0	0	0
59	Santa Ana St/Salt Lake Ave (East)	Cudahy	AM	0	0	0	0	0	0	0	0	0	0	0	0
			PM	0	0	0	0	0	0	0	0	0	0	0	0
60	Ardine St/Salt Lake Ave	Cudahy	AM	0	0	0	0	0	0	0	0	0	0	0	0
			PM	0	0	0	0	0	0	0	0	0	0	0	0

No.	Intersection Name	Jurisdiction	Peak Period	Kiss and Ride Turning Movement Volumes											
				NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
61	Atlantic Ave/Salt Lake Ave	Cudahy	AM	6	18	0	0	18	0	0	0	6	0	0	0
			PM	6	18	0	0	18	0	0	0	6	0	0	0
62	Atlantic Ave/Azalea West	South Gate	AM	0	0	27	7	0	0	0	-	0	27	0	7
			PM	0	0	27	7	0	0	0	-	0	27	0	7
63	Firestone Blvd/Atlantic Ave	South Gate	AM	0	7	0	13	7	7	7	0	0	0	0	12
			PM	0	7	0	13	7	7	7	0	0	0	0	12
64	Firestone Blvd/Mason St	South Gate	AM	-	-	-	0	-	0	-	13	-	-	13	0
			PM	-	-	-	0	-	0	-	13	-	-	13	0
65	Firestone Blvd/Firestone Pl	South Gate	AM	-	-	-	0	-	0	0	13	-	-	13	0
			PM	-	-	-	0	-	0	0	13	-	-	13	0
66	Firestone Blvd/Rayo Ave	South Gate	AM	0	0	0	0	0	0	0	13	0	0	13	0
			PM	0	0	0	0	0	0	0	13	0	0	13	0
67	Southern Ave/Salt Lake Ave	South Gate	AM	0	-	0	-	-	-	-	0	0	0	0	-
			PM	0	-	0	-	-	-	-	0	0	0	0	-
68	Gardendale St/Center St	South Gate	AM	3	-	12	-	-	-	-	11	3	12	11	-
			PM	3	-	12	-	-	-	-	11	3	12	11	-
69	Gardendale St/Dakota Ave	South Gate	AM	0	-	0	-	-	-	-	22	0	0	23	-
			PM	0	-	0	-	-	-	-	22	0	0	23	-
70	Gardendale St/Industrial Ave	South Gate	AM	0	-	0	-	-	-	-	22	0	0	23	-
			PM	0	-	0	-	-	-	-	22	0	0	23	-
71	Main St/Center St	South Gate	AM	0	15	0	0	15	0	0	0	0	0	0	0
			PM	0	15	0	0	15	0	0	0	0	0	0	0
72	Main St/Dakota Ave	South Gate	AM	-	-	-	0	-	0	0	0	-	-	0	0
			PM	-	-	-	0	-	0	0	0	-	-	0	0
73	Main St/Arizona Ave/Industrial Ave	South Gate	AM	0	0	0	0	0	0	0	0	0	0	0	0
			PM	0	0	0	0	0	0	0	0	0	0	0	0
74	Century Blvd/Center St	South Gate	AM	-	-	-	0	-	0	0	0	-	-	0	0
			PM	-	-	-	0	-	0	0	0	-	-	0	0
75	Century Blvd/Florence Ave	South Gate	AM	-	-	-	0	-	15	15	0	-	-	0	0
			PM	-	-	-	0	-	15	15	0	-	-	0	0
76	Rosecrans Ave/Paramount Blvd	Paramount	AM	28	0	0	0	0	19	19	28	28	0	28	0
			PM	28	0	0	0	0	19	19	28	28	0	28	0

No.	Intersection Name	Jurisdiction	Peak Period	Kiss and Ride Turning Movement Volumes											
				NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
77	Rosecrans Ave/Bianchi Wy	Paramount	AM	0	0	0	74	0	19	19	0	0	0	0	74
			PM	0	0	0	74	0	19	19	0	0	0	0	74
78	Somerset Blvd/Hayter Ave	Paramount	AM	0	-	0	-	-	-	-	0	0	0	0	-
			PM	0	-	0	-	-	-	-	0	0	0	0	-
79	Somerset Blvd/Lakewood Blvd	Bellflower	AM	0	0	0	0	0	0	0	0	0	0	0	0
			PM	0	0	0	0	0	0	0	0	0	0	0	0
80	Paseo St/Lakewood Blvd	Bellflower	AM	0	0	-	-	0	0	0	-	0	-	-	-
			PM	0	0	-	-	0	0	0	-	0	-	-	-
81	Flora Vista St/Clark Ave	Bellflower	AM	-	7	0	-	7	0	-	-	0	-	-	0
			PM	-	7	0	-	7	0	-	-	0	-	-	0
82	Alondra Blvd/Clark Ave	Bellflower	AM	0	0	0	7	0	0	0	19	0	0	19	7
			PM	0	0	0	7	0	0	0	19	0	0	19	7
83	Alondra Blvd/Pacific Ave	Bellflower	AM	-	-	0	-	-	-	-	25	0	-	25	-
			PM	-	-	0	-	-	-	-	25	0	-	25	-
84	Alondra Blvd/Flora Vista St	Bellflower	AM	-	-	-	-	-	-	-	25	-	-	25	0
			PM	-	-	-	-	-	-	-	25	-	-	25	0
85	Alondra Blvd/Stevens Ave	Bellflower	AM	-	-	-	0	-	0	0	25	-	-	25	0
			PM	-	-	-	0	-	0	0	25	-	-	25	0
86	Flora Vista St/Bellflower Blvd	Bellflower	AM	38	0	0	0	0	88	88	0	38	0	0	0
			PM	38	0	0	0	0	88	88	0	38	0	0	0
87	Mayne St/Bellflower Blvd	Bellflower	AM	0	38	-	-	38	0	0	-	0	-	-	-
			PM	0	38	-	-	38	0	0	-	0	-	-	-
88	Oak St/Bellflower Blvd	Bellflower	AM	0	38	0	0	38	0	0	0	0	0	0	0
			PM	0	38	0	0	38	0	0	0	0	0	0	0
89	Artesia Blvd/Dumont Ave	Cerritos	AM	0	-	0	-	-	-	-	0	0	0	0	-
			PM	0	-	0	-	-	-	-	0	0	0	0	-
90	Artesia Blvd/Studebaker Rd	Cerritos	AM	0	0	0	0	0	0	0	0	0	0	0	0
			PM	0	0	0	0	0	0	0	0	0	0	0	0
91	Business Cir/Studebaker Rd	Cerritos	AM	-	0	0	0	0	-	-	-	-	0	-	0
			PM	-	0	0	0	0	-	-	-	-	0	-	0
92	186th St/Jersey Ave	Artesia	AM	0	0	0	-	-	-	-	0	0	0	0	-
			PM	0	0	0	-	-	-	-	0	0	0	0	-

No.	Intersection Name	Jurisdiction	Peak Period	Kiss and Ride Turning Movement Volumes											
				NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
93	187th St/Alburtis Ave	Artesia	AM	22	0	0	0	0	0	0	22	0	0	22	0
			PM	22	0	0	0	0	0	0	22	0	0	22	0
94	187th St/Corby Ave (West)	Artesia	AM	0	-	0	-	-	-	-	0	22	0	0	-
			PM	0	-	0	-	-	-	-	0	22	0	0	-
95	187th St/Corby Ave (East)	Artesia	AM	-	-	-	0	-	0	0	0	-	-	0	44
			PM	-	-	-	0	-	0	0	0	-	-	0	44
96	186th St/Pioneer Blvd	Artesia	AM	0	0	0	0	44	0	44	0	0	0	0	0
			PM	0	0	0	0	44	0	44	0	0	0	0	0
97	187th St/Pioneer Blvd	Artesia	AM	0	0	0	0	0	44	0	0	0	0	0	0
			PM	0	0	0	0	0	44	0	0	0	0	0	0
98	188th St/Pioneer Blvd	Artesia	AM	-	-	-	-	-	-	-	-	-	-	-	-
			PM	-	-	-	-	-	-	-	-	-	-	-	-
99	South St/Pioneer Blvd	Cerritos	AM	0	66	0	66	66	22	22	0	0	0	0	66
			PM	0	66	0	66	66	22	22	0	0	0	0	66
100	South St/Clarkdale Ave	Artesia	AM	-	-	-	0	-	0	0	66	-	-	66	0
			PM	-	-	-	0	-	0	0	66	-	-	66	0
101	South St/Elaine Ave	Artesia	AM	-	-	-	0	-	0	0	66	-	-	66	0
			PM	-	-	-	0	-	0	0	66	-	-	66	0
102	South St/Norwalk Blvd	Artesia	AM	10	0	0	0	0	7	7	49	10	0	49	0
			PM	10	0	0	0	0	7	7	49	10	0	49	0
103	South St/Bloomfield Ave	Cerritos	AM	10	0	0	0	0	7	7	32	10	0	32	0
			PM	10	0	0	0	0	7	7	32	10	0	32	0
104	South St/Alburtis Ave	Artesia	AM	0	0	0	0	0	0	0	22	0	0	22	0
			PM	0	0	0	0	0	0	0	22	0	0	22	0
105	195th St/Pioneer Blvd	Cerritos	AM	0	49	0	7	49	10	10	0	0	0	0	7
			PM	0	49	0	7	49	10	10	0	0	0	0	7
106	Los Coyotes Blvd/Pioneer Blvd	Cerritos	AM	0	49	0	0	49	0	0	0	0	0	0	0
			PM	0	49	0	0	49	0	0	0	0	0	0	0
107	Del Amo Blvd/Pioneer Blvd	Cerritos	AM	0	32	0	8	32	7	7	0	0	0	0	8
			PM	0	32	0	8	32	7	7	0	0	0	0	8
108	183rd St/Pioneer Blvd	Cerritos	AM	13	13	18	0	13	0	0	0	13	13	0	0
			PM	13	13	18	0	13	0	0	0	13	13	0	0

No.	Intersection Name	Jurisdiction	Peak Period	Kiss and Ride Turning Movement Volumes											
				NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
109	Industrial Ave/Lincoln Ave	South Gate	AM	0	0	0	0	0	0	0	0	0	0	0	0
			PM	0	0	0	0	0	0	0	0	0	0	0	0
110	Parking Structure/Solana Pl/Pioneer Blvd	Artesia	AM	154	0	0	0	0	0	0	-	154	0	-	0
			PM	154	0	0	0	0	0	0	-	154	0	-	0

sec/veh = seconds per vehicle
LOS = level of service
NBL = northbound left
NBT = northbound through
NBR = northbound right

SBL = southbound left
SBT = southbound through
SBR = southbound right
EBL = eastbound left
EBT = eastbound through
EBR = eastbound right

ATTACHMENT 6 TRAFFIC OPERATIONS ASSESSMENT – PRELIMINARY MITIGATION OPTIONS

Table A6.1 is a summary of the first-level evaluation of potential mitigation options to address traffic operations impacts. The table is organized by intersection. The “No Build Peak Hour” columns summarize the delay and level of service (LOS) without the project. Then, the first line in each intersection is labeled “0) Project Description (no additional mitigation)”. The delay and LOS listed in that row is highlighted in color to show if there is a projected significant impact (in pink) or not (in green).

The following rows are the mitigation options that were evaluated. As referenced above several options were considered at each intersection. The final row, shown in bold, is the preliminary selection of mitigation option(s). The delay and LOS of that option is shown, with the same color coding. The traffic operations were assessed using the selection option(s) at the nearby intersections, so the values are may be somewhat different than the same mitigation option(s) shown above.

The mitigation options were evaluated, using a screening-level assessment, of the secondary impacts. The following scale was used:

0. Addressed by Nearby Mitigation – generally no impacts expected
1. Minor Widening/Lane Extension/Striping – generally minimal impacts expected
2. Minor/Moderate Land Acquisition – level of potential impact variable
3. Major Land Acquisition – highest impacts expected

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Table A6.1 First-Level Evaluation of Potential Mitigation Options

No	Intersection Name	Control Type	No Build Peak Hour				Intersection Mitigation Options	Peak Hour				Estimated Impact (1-3) of Mitigation (3 is worst)
			AM Delay (sec/veh)	AM LOS	PM Delay (sec/veh)	PM LOS		AM Delay (sec/veh)	AM LOS	PM Delay (sec/veh)	PM LOS	
31	Randolph St/Alameda St	Traffic Signal	49.9	D	60.8	E	(0) Project Description (no additional mitigation)	188.0	F	244.4	F	
							(1) Added WBL lane (150 ft.) and added EBL lane (150 ft.) calculated with other nearby mitigation strategies in place	94.7	F	111.5	F	1
							(2) Added NBL (150 ft.) lane and added SBL (150 ft.) lane calculated with other nearby mitigation strategies in place	158.8	F	9.4	A	2
							(3) Added EBT lane and added WBT lane and calculated with other nearby mitigation strategies in place	87.5	F	92.6	F	3
							(4) Added EBT lane and added WBT lane and added WBL lane (150 ft.) and added EBL lane (150 ft.) and added NBL (150 ft.) lane and added SBL (150 ft.) lane calculated with other nearby mitigation strategies in place	93.5	F	50.1	D	3
35	Randolph St/Albany St	Two-Way Stop (No Build) Traffic Signal (Project)	18.2	C	17	C	(0) Project Description (no additional mitigation)	101.5	F	134.7	F	
							(1) Added NBL (100 ft.) lane and added SBL (100 ft.) lane calculated with other nearby mitigation strategies in place	121.9	F	125.5	F	1
							-	-	-	-	-	-
							-	-	-	-	-	-
							-	-	-	-	-	-
35	Randolph St/Santa Fe Ave	Traffic Signal	30.3	C	30.1	C	(0) Project Description (no additional mitigation)	175.6	F	207.3	F	
							(1) Added WBL lane (100 ft.) and added EBL lane (100 ft.) calculated with other nearby mitigation strategies in place	142.3	F	156.6	F	1
							(2) Added NBL (150 ft.) lane and added SBL (150 ft.) lane calculated with other nearby mitigation strategies in place	142.4	F	9.5	A	2
							(3) Added EBT lane and added WBT lane and calculated with other nearby mitigation strategies in place	94.5	F	121.2	F	3
							(4) Added EBT lane and added WBT lane and added WBL lane (100 ft.) and added EBL lane (100 ft.) and added NBL (150 ft.) lane and added SBL (150 ft.) lane calculated with other nearby mitigation strategies in place	85.8	F	102.3	F	3
36	Randolph St/Rugby Ave	Two-Way Stop (No Build) Traffic Signal (Project)	6.7	A	3.9	A	(0) Project Description (no additional mitigation)	141.5	F	87.1	F	
							(1) Added NBL (100 ft.) lane and added SBL (100 ft.) lane calculated with other nearby mitigation strategies in place	138.7	F	83.9	F	1
							(2) Added EBT lane and added WBT lane and calculated with other nearby mitigation strategies in place	106.2	F	91.1	F	3
							(3) Added EBT lane and added WBT lane and added WBL lane (100 ft.) and added EBL lane (100 ft.) and added NBTR lane and added SBTR lane calculated with other nearby mitigation strategies in place	69.3	E	66.6	E	3
							-	-	-	-	-	-
40	Pacific Blvd/Randolph St	Traffic Signal	26	C	32.5	C	(0) Project Description (no additional mitigation)	89.0	F	100.7	F	
							(1) Extended SBL lane (150 ft.) calculated with other nearby mitigation strategies in place	92.9	F	87.6	F	1
							(2) Extended SBL lane (150 ft.) and added WBL lane (300 ft.) calculated with other nearby mitigation strategies in place	113.9	F	91.0	F	1
							(3) Added WBT lane and added EBT lane and extended SBL lane (150 ft.) and extended EBL lane (150 ft.) and added WBL lane (150 ft.) calculated with other nearby mitigation strategies in place	71.3	E	56.6	E	3
							-	-	-	-	-	-

No	Intersection Name	Control Type	No Build Peak Hour				Intersection Mitigation Options	Peak Hour				Estimated Impact (1-3) of Mitigation (3 is worst)
			AM Delay (sec/veh)	AM LOS	PM Delay (sec/veh)	PM LOS		AM Delay (sec/veh)	AM LOS	PM Delay (sec/veh)	PM LOS	
42	Randolph St/Seville Ave	Traffic Signal	37.5	D	34.9	C	(0) Project Description (no additional mitigation)	169.3	F	160.2	F	
							(1) Added WBL lane (200 ft.) calculated with other nearby mitigation strategies in place	205.7	F	146.6	F	1
							(2) Added WBL lane (200 ft.) and added EBL lane (150 ft.) calculated with other nearby mitigation strategies in place	181.3	F	212.4	F	1
							(3) Added EBT lane and added WBT lane and added WBL lane (250 ft.) and added EBL lane (250 ft.) calculated with other nearby mitigation strategies in place	125.2	F	80.3	F	3
							(4) Added EBT lane and added WBT lane and added WBL lane (250 ft.) and added EBL lane (250 ft.) and added NBTR lane and added SBTR lane calculated with other nearby mitigation strategies in place	48.1	D	66.3	E	3
							-	-	-	-	-	-
43	Randolph St/Miles Ave	Traffic Signal	36.7	D	36.2	D	(0) Project Description (no additional mitigation)	104.9	F	134.5	F	
							(1) Added WBL lane (100 ft.) calculated with other nearby mitigation strategies in place	267.1	F	119.9	F	1
							(2) Added WBL lane (100 ft.) and added NBR lane (100 ft.) calculated with other nearby mitigation strategies in place	208.3	F	123.9	F	2
							(3) Added EBT lane and added WBT lane and added WBL lane (100 ft.) and added EBL lane (100 ft.) and added NBT lane and SBT lane calculated with other nearby mitigation strategies in place	48.1	D	47.2	D	3
							(4) Added EBT lane and added WBT lane and added WBL lane (100 ft.) and added EBL lane (100 ft.) calculated with other nearby mitigation strategies in place	108.4	F	105.1	F	3
							-	-	-	-	-	-
45	State St/Randolph St	Traffic Signal	43.6	D	19.4	B	(0) Project Description (no additional mitigation)	209.4	F	122.4	F	
							(1) Extended SBL lane (250 ft.) calculated with other nearby mitigation strategies in place	194.9	F	61.9	E	1
							(2) Extended SBL lane (250 ft.) and added NBT lane and added EBT lane calculated with other nearby mitigation strategies in place	121.3	F	59.7	E	3
							(3) Added NBT lane and added WBR lane (200 ft.) calculated with other nearby mitigation strategies in place	62.9	E	62.7	E	3
							(4) Added NBT lane and added WBR lane (200 ft.) and added EBT lane calculated with other nearby mitigation strategies in place	64.7	E	67.0	E	3
							-	-	-	-	-	-
48	Gage Ave/California Ave	Traffic Signal	19.6	B	97.5	F	(0) Project Description (no additional mitigation)	69.4	E	120.3	F	
							(1) Extended EBL lane (200 ft.)	19.2	B	138.6	F	1
							(2) Added WBL lane (100 ft.)	41.8	D	169.9	F	1
							(3) Added WBT lane	22.3	C	35.3	D	2
49	Gage Ave/Salt Lake Ave (West)	Traffic Signal	16.3	B	34.2	C	(0) Project Description (no additional mitigation)	64.9	E	114.4	F	
							(1) Added EBT lane	20.4	C	158.2	F	2
							(2) Extended WBL lane	118.5	F	152.5	F	2
							(3) Added WBT lane	46.5	D	58.0	E	2
							(1+3) Added EBT lane and added WBT lane	24.9	C	72.1	E	3
							(1+2+3) Added EBT lane and extended WBL and added WBT lane	48.2	D	83.6	F	3
51	Bell Ave/Bissell St	All-Way Stop	5.3	A	5.7	A	(0) Project Description (no additional mitigation)	13.9	B	22.5	C	
							(1) Upgraded all-way stop to signalized intersection	12.1	B	38.7	E	1
							(2) Added NETR lane and converted NETLR lane into NEL lane (50 ft.)	21.9	C	7.0	A	1
							(3) Added WBTR lane and converted WBTLR lane into WBL lane (50 ft.)	6.5	A	9.3	A	1
53	Florence Ave/California Ave (West)	Traffic Signal	37.1	D	42.3	D	(0) Project Description (no additional mitigation)	103.2	F	80.8	F	
							(1) Extended NBL lane (200 ft.)	134.5	F	92.0	F	1
							(2) Extended SBL lane (150 ft.)	121.6	F	93.7	F	1
							(3) Added NBL lane	114.0	F	72.6	E	2
							(4) Added SBL lane	107.8	F	75.2	E	1
							(5) Added EBR lane (150 ft.)	82.2	F	79.7	E	2
							(6) Added NBT lane	115.2	F	70.4	E	2
							(7) Added EBT lane	37.1	D	50.1	D	3
							(3+5+6) Added NBL lane and added EBR lane (150 ft.) and added NBT lane	86.5	F	84.5	F	3
							(2+5+6+7) Extended SBL lane (150 ft.) and added EBR lane (150 ft.) and added NBT lane and added EBT lane	64.2	E	45.7	D	3

No	Intersection Name	Control Type	No Build Peak Hour				Intersection Mitigation Options	Peak Hour				Estimated Impact (1-3) of Mitigation (3 is worst)
			AM Delay (sec/veh)	AM LOS	PM Delay (sec/veh)	PM LOS		AM Delay (sec/veh)	AM LOS	PM Delay (sec/veh)	PM LOS	
54	Florence Ave/California Ave (East)	Traffic Signal	65.2	E	44.3	D	(0) Project Description (no additional mitigation)	143.2	F	31.4	C	
							(1) Added EBT lane	98.6	F	28.5	C	2
							(2) Added WBR lane (150 ft.)	157.0	F	27.0	C	2
							(3) Extended NBL lane (250 ft.)	162.8	F	30.9	C	2
							(3a) Extended NBL lane (300 ft.)	158.7	F	26.1	C	2
							(4) Added WBT lane	60.3	E	40.1	D	3
							(3+4) Extended NBL lane (250 ft.) and added WBT lane	53.2	D	39.1	D	3
							(1+4) Added EBT lane and added WBT lane	66.5	E	32.9	C	3
							(3a+4) Extended NBL lane (300 ft.) and added WBT lane	50.8	D	37.1	D	3
56	Otis Avenue/Salt Lake Avenue (East)	All-Way Stop (No Build) Traffic Signal (Project)	83.4	F	104.2	F	(0) Project Description (no additional mitigation)	282.2	F	257.4	F	
							(1) Upgraded two-way stop to signalized intersection	262.6	F	236.9	F	1
							-	-	-	-	-	-
							-	-	-	-	-	-
							-	-	-	-	-	-
68	Gardendale St/Center St	Two-Way Stop (No Build) Traffic Signal (Project)	23.5	C	17.2	C	(0) Project Description (no additional mitigation)	48.8	E	41.0	E	
							(1) Upgraded two-way stop to signalized intersection	7.9	A	14.0	B	1
							-	-	-	-	-	-
							-	-	-	-	-	-
							-	-	-	-	-	-
70	Gardendale St/Industrial Ave	Two-Way Stop (No Build) Traffic Signal (Project)	75.5	F	28.9	C	(0) Project Description (no additional mitigation)	594.2	F	50.9	F	
							(1) Upgraded two-way stop to signalized intersection	78.5	E	5.1	A	1
							(2) Added WBT lane	31.2	D	24.9	C	1
							(1+2) Upgraded two-way stop to signalized intersection and added WBT lane	3.7	A	3.5	A	1
							-	-	-	-	-	-
							-	-	-	-	-	-
81	Flora Vista St/Clark Ave	Two-Way Stop (No Build) Traffic Signal (Project)	7.6	A	22.4	C	(0) Project Description (no additional mitigation)	172.1	F	389.0	F	
							(1) Upgraded two-way stop to signalized intersection	10.1	B	12.3	B	1
							(2) Converted WBLR lane into one WBL lane and one WBR lane	28.8	D	252.3	F	2
							(3) Converted EBLTR into one EBR lane and one EBLT lane	22.3	C	184.8	F	1
							(4) Added SBR lane (50 ft.)	112.2	F	405.6	F	1
82	Alondra Blvd/Clark Ave	Traffic Signal	46.2	D	69.3	E	(0) Project Description (no additional mitigation)	61.1	E	83.3	F	
							(1) Extended SBL lane (100 ft.)	54.6	D	88.1	F	1
							(2) Extended NBL lane (150 ft.)	48.7	D	72.9	E	1
							(3) Extended EBL lane (150 ft.)	57.6	E	68.1	E	1
							(4) Extended WBL lane (200 ft.)	55.7	D	119.5	F	1
							(1+2+3+4) Extended SBL lane (100 ft.) and extended NBL lane (150 ft.) and extended EBL lane (150 ft.) and extended WBL lane (200 ft.)	46.1	D	49.7	D	1
84	Alondra Blvd/Flora Vista St	Two-Way Stop (No Build) Traffic Signal (Project)	52.6	F	41.4	E	(0) Project Description (no additional mitigation)	420.6	F	37.6	E	
							(1) Converted SBRLR lane into one SBL Lane and one SBR lane	189.8	F	22.5	C	2
							(2) Upgraded two-way stop to signalized intersection	30.8	C	4.0	A	1
							(3) Converted SBRLR lane into one SBL lane and one SBR lane and added WBT lane	107.9	F	20.4	C	2
							-	-	-	-	-	-
89	Artesia Blvd/Dumont Ave	Traffic Signal	14.7	B	21.6	C	(0) Project Description (no additional mitigation)	24.2	C	58.2	E	
							(1) Converted NBLR lane into one NBL lane and one NBR lane (100 ft.)	23.1	C	33.4	C	1
							(2) Added WBT lane	15.9	B	26.4	C	2
							(3) Added EBT lane	17.6	B	29.6	C	2
91	Business Cir/Studebaker Rd	Two-Way Stop (No Build) Traffic Signal (Project)	8.4	A	8	A	(0) Project Description (no additional mitigation)	3.3	A	15.3	C	
							(1) Upgraded two-way stop to signalized intersection	6.3	A	8.9	A	1
							(2) Converted WBLR lane into one WBL lane and one WBR lane	3.5	A	3.9	A	1
							-	-	-	-	-	-

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ATTACHMENT 7 LOS BY INTERSECTION AFTER MITIGATION

The following pages are detail sheets showing the mitigation evaluations of the individual intersections. The graphics indicate the LOS after mitigation (either AM or PM peak, whichever is work). The color of the dots indicates the result of the mitigation evaluation.

Figure A7-1. Intersections Mitigation Analysis – Detail 1



Figure A7-2. Intersections Mitigation Analysis – Detail 2

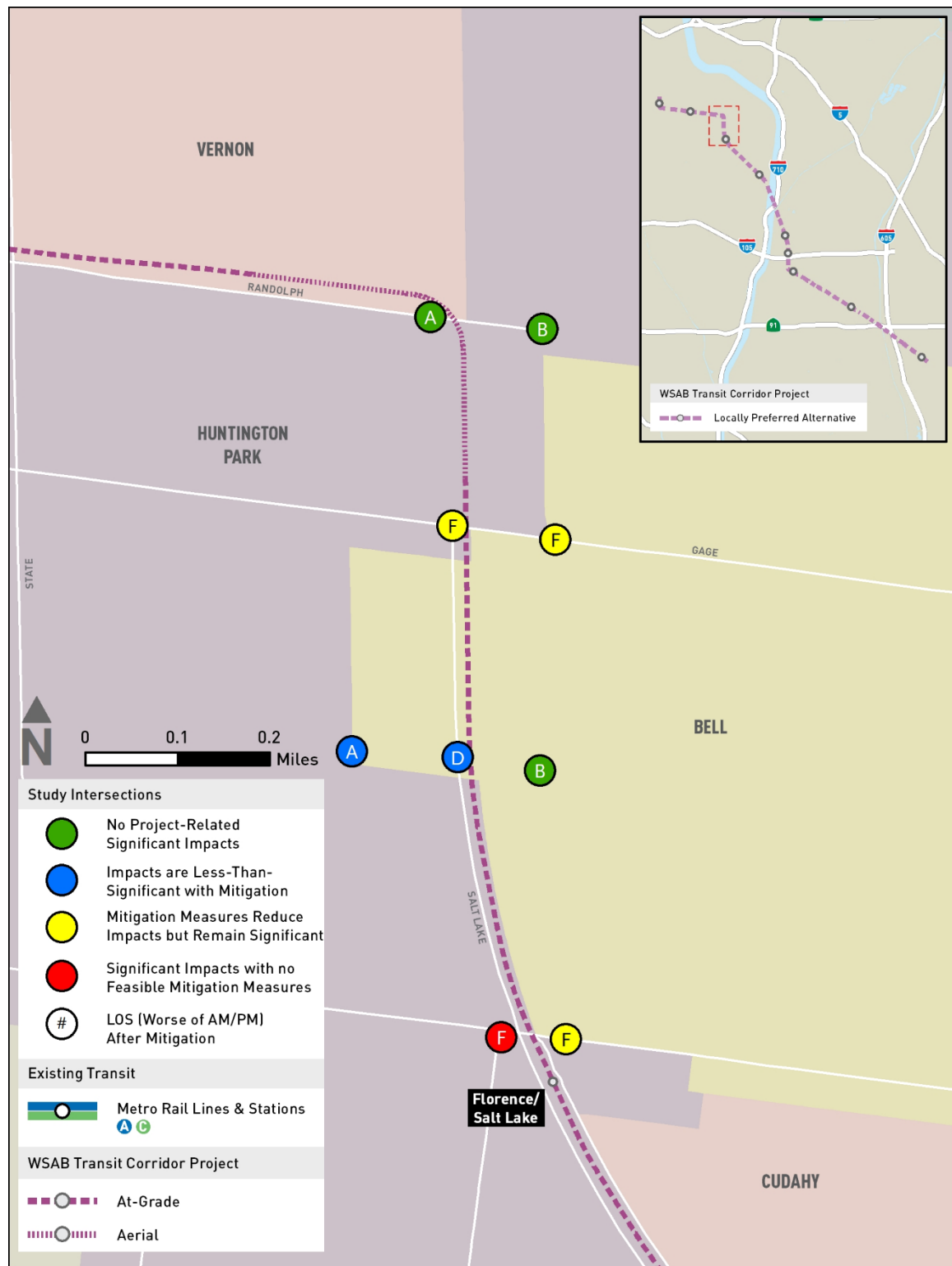


Figure A7-3. Intersections Mitigation Analysis – Detail 3

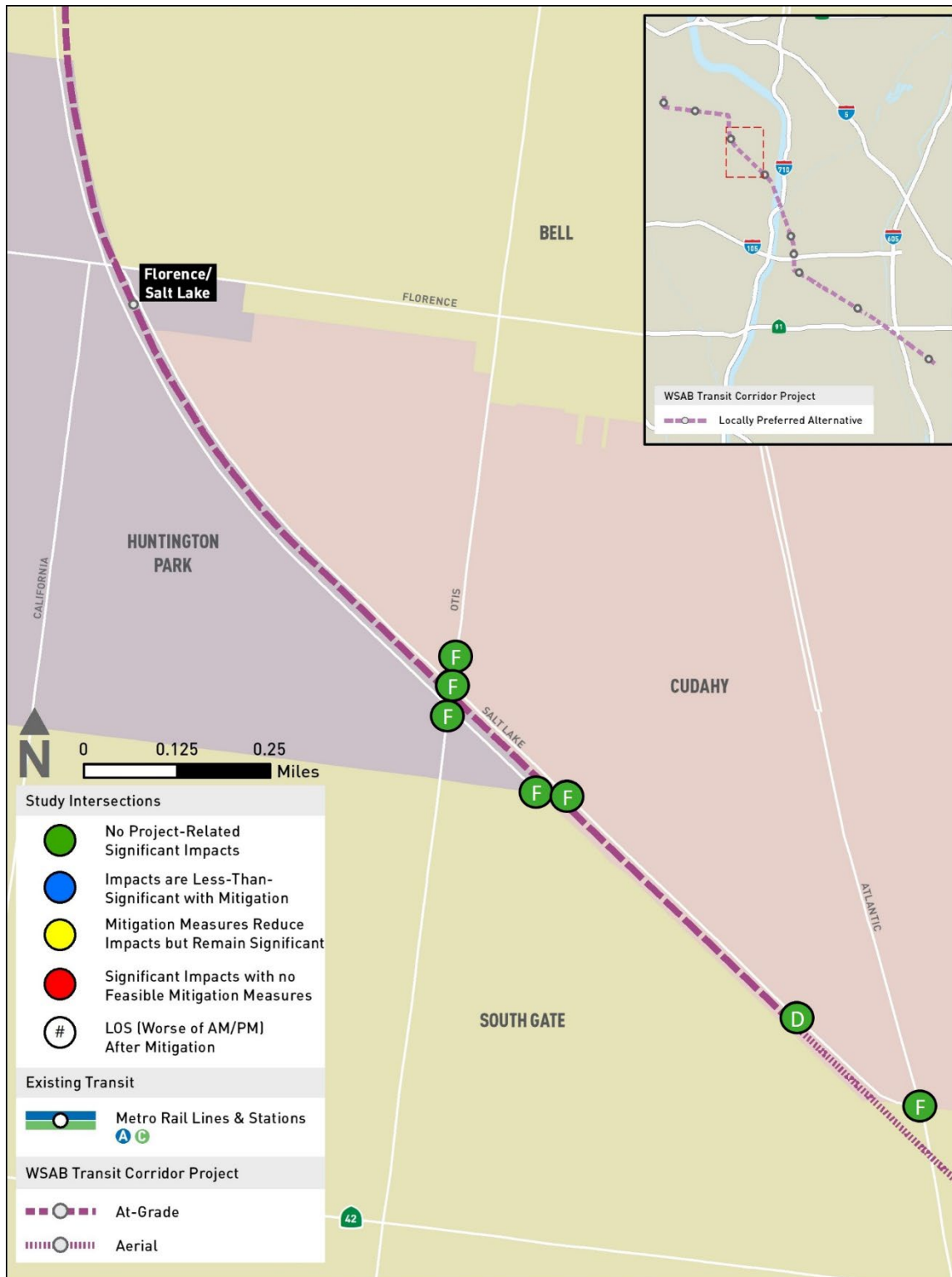


Figure A7-5. Intersections Mitigation Analysis – Detail 5

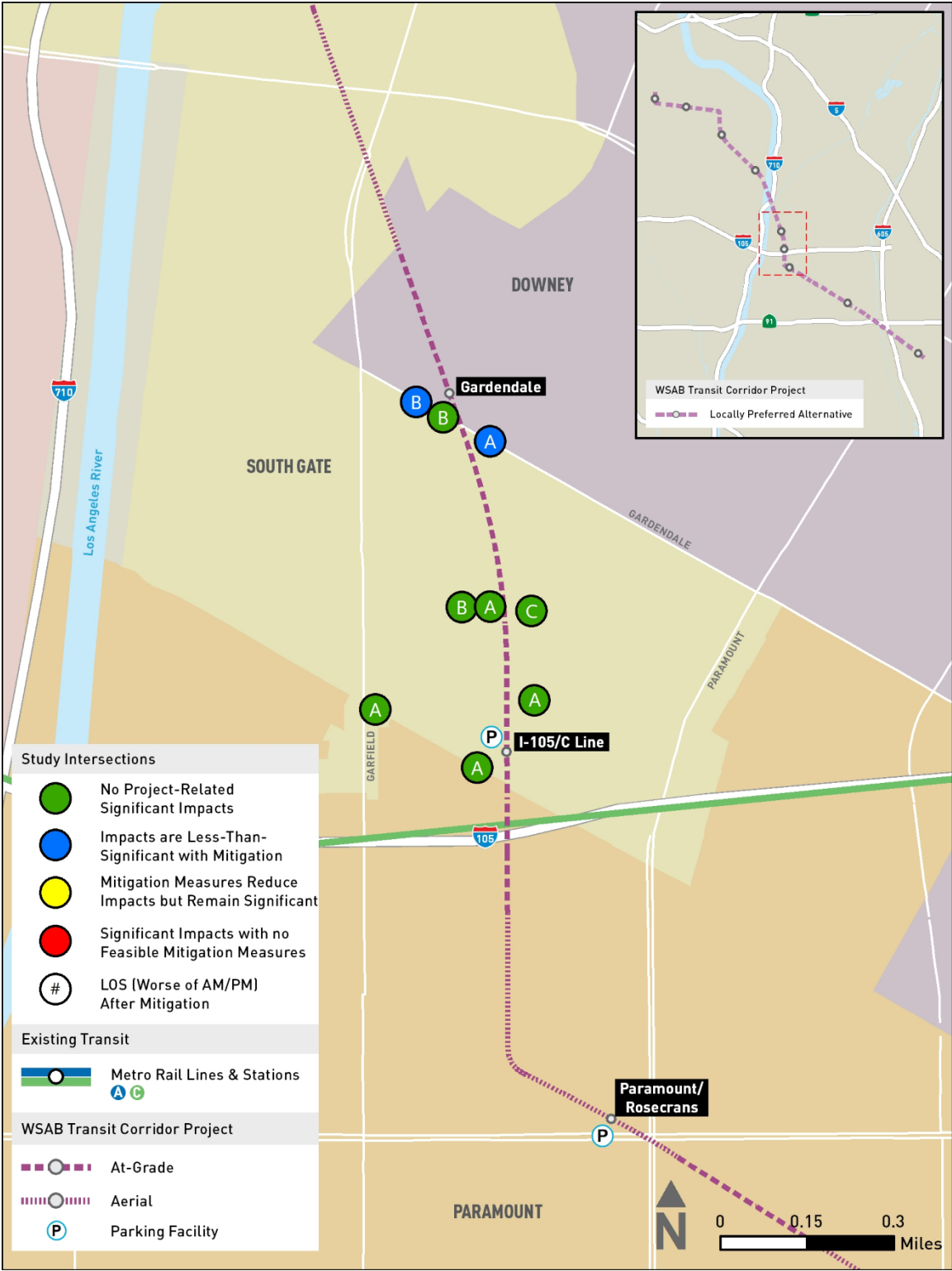


Figure A7-6. Intersections Mitigation Analysis – Detail 6

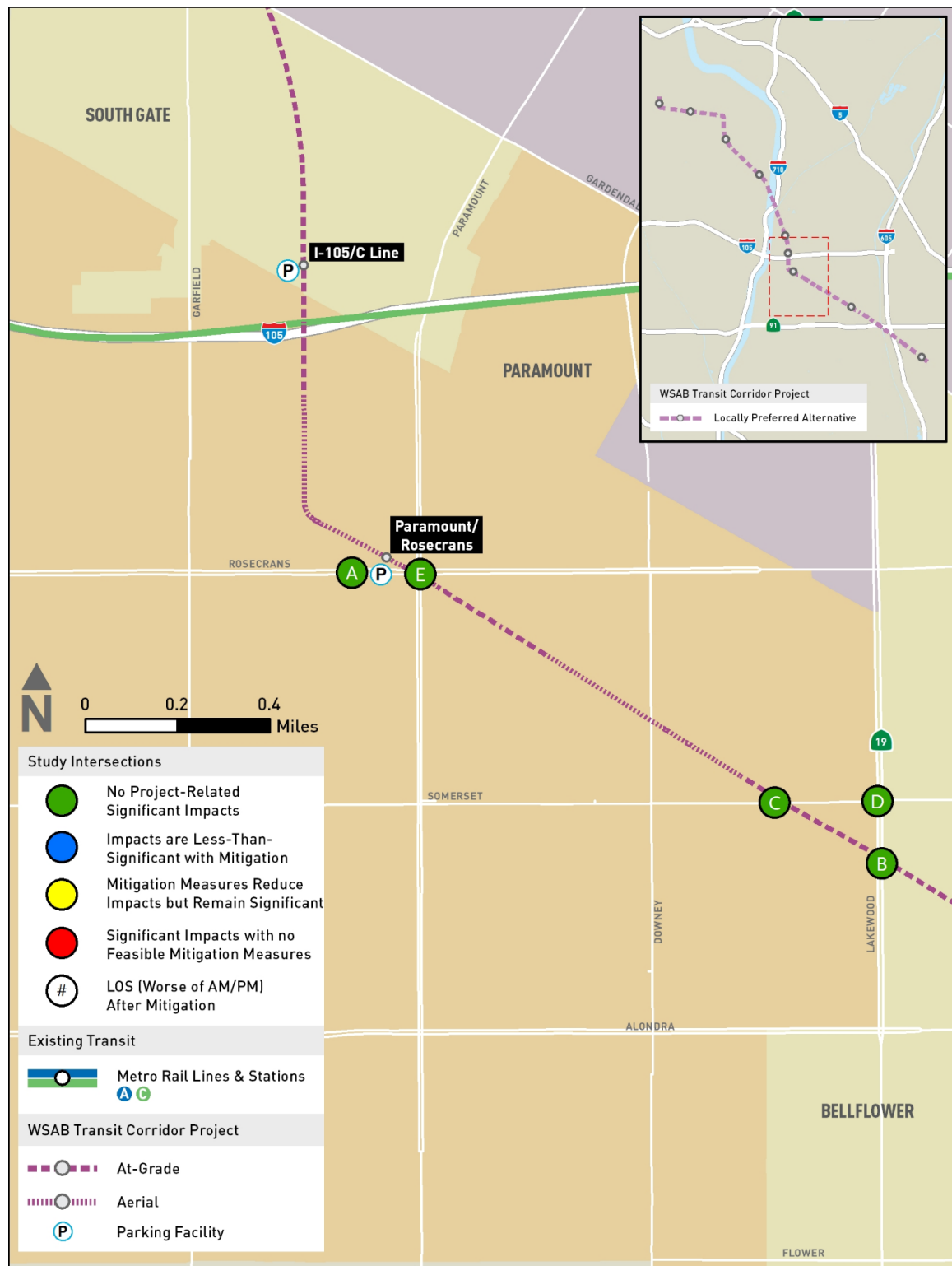


Figure A7-7. Intersections Mitigation Analysis – Detail 7

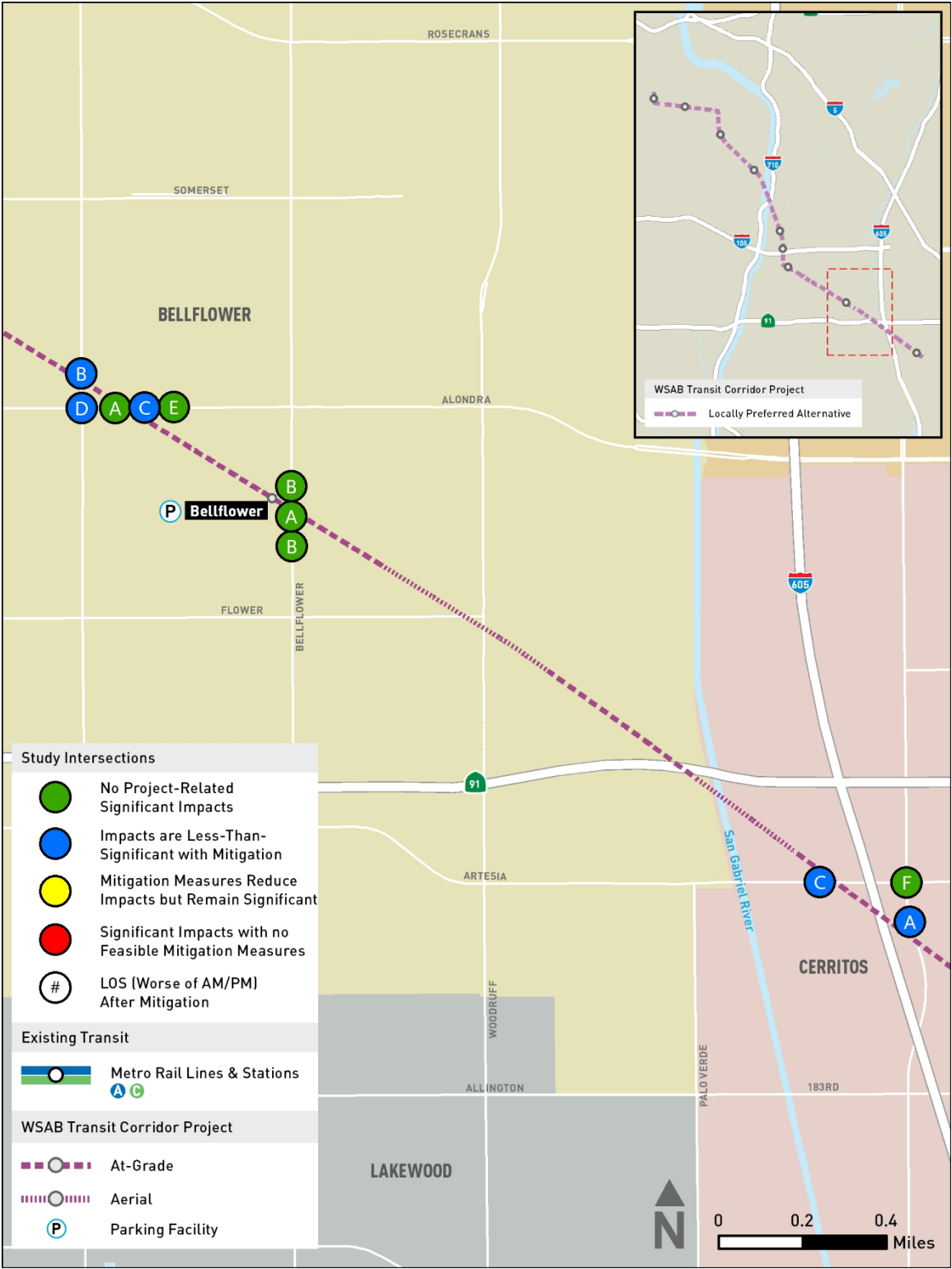
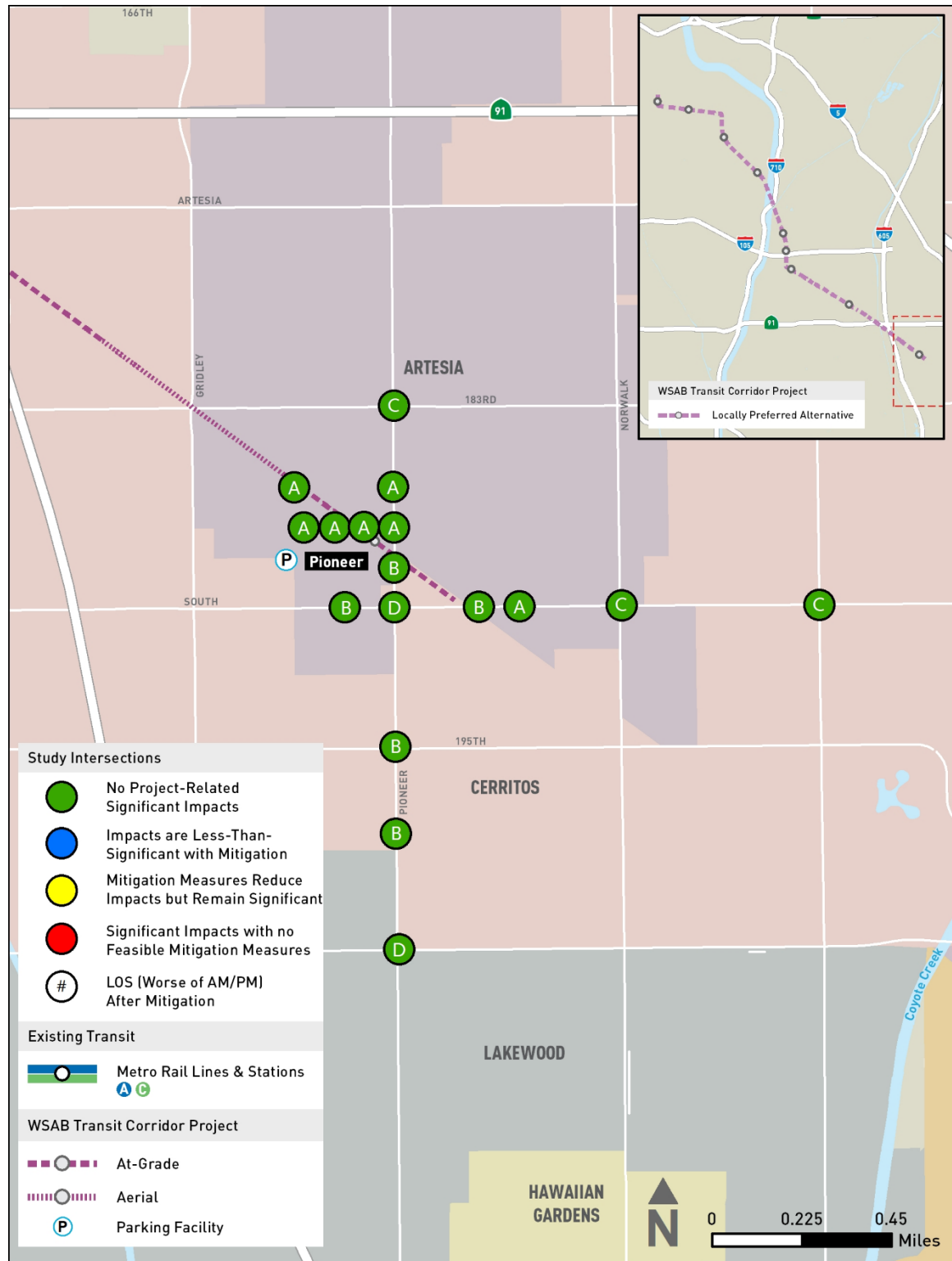


Figure A7-8. Intersections Mitigation Analysis – Detail 8



ATTACHMENT 8 SYNCHRO AND SIMTRAFFIC OUTPUT REPORTS

The following pages are Synchro and SimTraffic output reports. The reports are for the AM and PM peak hours analyzed.

EXISTING (2017)

[illegible]

Existing (2017)						
No	Intersection Name	Jurisdiction	Control Type	Synchro/SimTraffic Intersection Number	Existing (2017): Synchro/SimTraffic Report Name	
					AM	PM
86	Bellflower Blvd/Flora Vista St	Bellflower	Traffic Signal	32	WSAB Existing (2017) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB Existing (2017) PM (Florence Avenue to Pioneer Boulevard Portion)
87	Bellflower Blvd/Mayne St	Bellflower	Traffic Signal	33	WSAB Existing (2017) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB Existing (2017) PM (Florence Avenue to Pioneer Boulevard Portion)
88	Bellflower Blvd/Oak St	Bellflower	Traffic Signal	34	WSAB Existing (2017) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB Existing (2017) PM (Florence Avenue to Pioneer Boulevard Portion)
89	Artesia Blvd/Dumont Ave	Cerritos	Traffic Signal	35	WSAB Existing (2017) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB Existing (2017) PM (Florence Avenue to Pioneer Boulevard Portion)
90	Artesia Blvd/Studebaker Rd	Cerritos	Traffic Signal	36	WSAB Existing (2017) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB Existing (2017) PM (Florence Avenue to Pioneer Boulevard Portion)
91	Business Cir/Studebaker Rd	Cerritos	Two-Way Stop	37	WSAB Existing (2017) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB Existing (2017) PM (Florence Avenue to Pioneer Boulevard Portion)
92	186th St/Jersey Ave	Artesia	All-Way Stop	38	WSAB Existing (2017) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB Existing (2017) PM (Florence Avenue to Pioneer Boulevard Portion)
93	187th St/Alburtis Ave	Artesia	Two-Way Stop	39	WSAB Existing (2017) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB Existing (2017) PM (Florence Avenue to Pioneer Boulevard Portion)
94	187th St/Corby Ave (West)	Artesia	Two-Way Stop	40	WSAB Existing (2017) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB Existing (2017) PM (Florence Avenue to Pioneer Boulevard Portion)
95	187th St/Corby Ave (East)	Artesia	Two-Way Stop	41	WSAB Existing (2017) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB Existing (2017) PM (Florence Avenue to Pioneer Boulevard Portion)
96	186th St/Pioneer Blvd	Artesia	Traffic Signal	42	WSAB Existing (2017) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB Existing (2017) PM (Florence Avenue to Pioneer Boulevard Portion)
97	187th St/Pioneer Blvd	Artesia	Traffic Signal	43	WSAB Existing (2017) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB Existing (2017) PM (Florence Avenue to Pioneer Boulevard Portion)
98	188th St/Pioneer Blvd	Artesia	Two-Way Stop	44	WSAB Existing (2017) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB Existing (2017) PM (Florence Avenue to Pioneer Boulevard Portion)
99	South St/Pioneer Blvd	Cerritos	Traffic Signal	45	WSAB Existing (2017) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB Existing (2017) PM (Florence Avenue to Pioneer Boulevard Portion)
100	South St/Clarkdale Ave	Artesia	Traffic Signal	46	WSAB Existing (2017) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB Existing (2017) PM (Florence Avenue to Pioneer Boulevard Portion)
101	South St/Elaine Ave	Artesia	Traffic Signal	47	WSAB Existing (2017) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB Existing (2017) PM (Florence Avenue to Pioneer Boulevard Portion)
102	South St/Norwalk Blvd	Cerritos	Traffic Signal	48	WSAB Existing (2017) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB Existing (2017) PM (Florence Avenue to Pioneer Boulevard Portion)
103	South St/Bloomfield Ave	Artesia	Traffic Signal	49	WSAB Existing (2017) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB Existing (2017) PM (Florence Avenue to Pioneer Boulevard Portion)
104	South St/Alburtis Ave	Cerritos	Traffic Signal	50	WSAB Existing (2017) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB Existing (2017) PM (Florence Avenue to Pioneer Boulevard Portion)
105	195th St/Pioneer Blvd	Cerritos	Traffic Signal	51	WSAB Existing (2017) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB Existing (2017) PM (Florence Avenue to Pioneer Boulevard Portion)
106	Los Coyotes Blvd/Pioneer Blvd	Cerritos	Traffic Signal	52	WSAB Existing (2017) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB Existing (2017) PM (Florence Avenue to Pioneer Boulevard Portion)
107	Del Amo Blvd/Pioneer Blvd	Cerritos	Traffic Signal	53	WSAB Existing (2017) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB Existing (2017) PM (Florence Avenue to Pioneer Boulevard Portion)
108	183rd St/Pioneer Blvd	South Gate	Traffic Signal	54	WSAB Existing (2017) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB Existing (2017) PM (Florence Avenue to Pioneer Boulevard Portion)
109	Industrial Ave/Lincoln Ave	South Gate	Two-Way Stop	22	WSAB Existing (2017) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB Existing (2017) PM (Florence Avenue to Pioneer Boulevard Portion)

Volume

1: California Ave (East) & Florence Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			 						 	
Traffic Volume (vph)	49	995	191	0	1152	102	353	142	3	46	131	47
Future Volume (vph)	49	995	191	0	1152	102	353	142	3	46	131	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	70		0	0		50	100		0	0		0
Storage Lanes	1		0	0		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		382			955			574			460	
Travel Time (s)		8.7			21.7			13.0			10.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Volume

2: California Ave (West) & Florence Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Traffic Volume (vph)	27	856	95	149	1270	147	151	447	297	99	255	54
Future Volume (vph)	27	856	95	149	1270	147	151	447	297	99	255	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	90		0	150		0	125		0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		840			382			316			325	
Travel Time (s)		19.1			8.7			7.2			7.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Volume

3: Salt Lake Ave (West) & Bell Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	93	80	68	103	66	75	462	102	14	272	35
Future Volume (vph)	44	93	80	68	103	66	75	462	102	14	272	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	50		50	0		50
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		589			493			1283			1354	
Travel Time (s)		13.4			11.2			29.2			30.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Volume

4: Bell Ave & Bissell St

												
Lane Group	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER	NER2
Lane Configurations												
Traffic Volume (vph)	26	142	33	20	15	33	30	20	12	17	164	21
Future Volume (vph)	26	142	33	20	15	33	30	20	12	17	164	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%		0%		
Storage Length (ft)		0	0	0		0	0		0	0	0	
Storage Lanes		1	0	0		0	0		0	1	0	
Taper Length (ft)		25		25			25			25		
Link Speed (mph)		30			30			30		30		
Link Distance (ft)		589			505			682		552		
Travel Time (s)		13.4			11.5			15.5		12.5		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%		0%		
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Volume

5: California Ave & Bell Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	103	27	61	171	82	34	253	77	72	103	32
Future Volume (vph)	70	103	27	61	171	82	34	253	77	72	103	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		493			693			545			420	
Travel Time (s)		11.2			15.8			12.4			9.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Volume

6: Salt Lake Ave (West) & Gage Ave

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	579	122	189	714	403	157
Future Volume (vph)	579	122	189	714	403	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	130		120	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	30	
Link Distance (ft)	987			602	1354	
Travel Time (s)	22.4			13.7	30.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Volume

7: California Ave/Maywood Ave & Gage Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	635	42	58	797	95	26	136	116	30	98	161
Future Volume (vph)	150	635	42	58	797	95	26	136	116	30	98	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	75		0	0		0	0		70	0		70
Storage Lanes	1		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		602			1441			938			675	
Travel Time (s)		13.7			32.8			21.3			15.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Volume

8: Maywood Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	223	49	11	281	23	46	403	8	5	242	5
Future Volume (vph)	79	223	49	11	281	23	46	403	8	5	242	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	50		0	25		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		636			1014			520			542	
Travel Time (s)		14.5			23.0			11.8			12.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Volume

9: Bissell Pl & Randolph St

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	339	5	11	532	2	3
Future Volume (vph)	339	5	11	532	2	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	643			636	611	
Travel Time (s)	14.6			14.5	13.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Volume

10: State St & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	256	53	34	390	166	119	1371	45	49	411	0
Future Volume (vph)	150	256	53	34	390	166	119	1371	45	49	411	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	125		0	133		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		676			839			1172			753	
Travel Time (s)		15.4			19.1			26.6			17.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Volume

11: Arbutus Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	354	10	37	529	31	47	48	50	0	75	31
Future Volume (vph)	77	354	10	37	529	31	47	48	50	0	75	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		50	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1350			676			537			592	
Travel Time (s)		30.7			15.4			12.2			13.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Volume

12: Miles Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	184	355	35	66	475	109	45	595	58	49	394	56
Future Volume (vph)	184	355	35	66	475	109	45	595	58	49	394	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1063			1350			613			853	
Travel Time (s)		24.2			30.7			13.9			19.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Volume

13: Seville Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	419	19	87	567	49	25	327	40	25	117	34
Future Volume (vph)	60	419	19	87	567	49	25	327	40	25	117	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	50		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		389			1063			594			705	
Travel Time (s)		8.8			24.2			13.5			16.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Volume

14: Rita Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	434	70	96	506	42	0	0	0	19	30	15
Future Volume (vph)	35	434	70	96	506	42	0	0	0	19	30	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		411			389			471			200	
Travel Time (s)		9.3			8.8			10.7			4.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Volume

15: Pacific Blvd & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	54	414	53	39	386	82	49	792	25	59	351	30
Future Volume (vph)	54	414	53	39	386	82	49	792	25	59	351	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	60		0	40		0	55		0	50		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		405			411			721			629	
Travel Time (s)		9.2			9.3			16.4			14.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Volume

16: Pacific Blvd & Claredon Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	149	55	35	113	64	35	901	68	21	321	20
Future Volume (vph)	24	149	55	35	113	64	35	901	68	21	321	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	70		0	70		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		622			685			437			721	
Travel Time (s)		14.1			15.6			9.9			16.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Volume

17: Pacific Blvd & Belgrave Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	140	26	32	109	58	36	798	59	41	372	40
Future Volume (vph)	81	140	26	32	109	58	36	798	59	41	372	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	50		0	50		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		324			652			629			681	
Travel Time (s)		7.4			14.8			14.3			15.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Volume

18: Rugby Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	50	419	0	0	428	21	41	138	94	11	0	23
Future Volume (vph)	50	419	0	0	428	21	41	138	94	11	0	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		393			405			494			552	
Travel Time (s)		8.9			9.2			11.2			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Volume

19: Malabar St & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	438	21	33	415	23	11	236	27	13	124	41
Future Volume (vph)	104	438	21	33	415	23	11	236	27	13	124	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	50		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		764			393			572			502	
Travel Time (s)		17.4			8.9			13.0			11.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Volume

20: Santa Fe Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	363	26	103	378	24	25	1144	60	11	444	47
Future Volume (vph)	135	363	26	103	378	24	25	1144	60	11	444	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	70		0	70		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		694			764			610			605	
Travel Time (s)		15.8			17.4			13.9			13.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Volume

21: Albany St & Randolph St

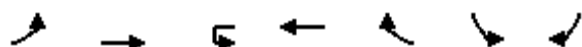
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	451	4	44	426	8	56	20	69	2	7	5
Future Volume (vph)	37	451	4	44	426	8	56	20	69	2	7	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		706			694			480			648	
Travel Time (s)		16.0			15.8			10.9			14.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Volume

22: Randolph St & Regent St



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations		↔↔		↔↔		↔	
Traffic Volume (vph)	27	436	68	456	20	9	10
Future Volume (vph)	27	436	68	456	20	9	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)		0%		0%		0%	
Storage Length (ft)	0		0		0	0	0
Storage Lanes	0		0		0	1	0
Taper Length (ft)	25		25			25	
Link Speed (mph)		30		30		30	
Link Distance (ft)		664		706		606	
Travel Time (s)		15.1		16.0		13.8	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)		0%		0%		0%	
Shared Lane Traffic (%)							

Intersection Summary

Area Type: Other

Volume

23: Alameda St (East) & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	423	15	12	444	5	11	2	20	1	1	9
Future Volume (vph)	26	423	15	12	444	5	11	2	20	1	1	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		120			664			540			501	
Travel Time (s)		2.7			15.1			12.3			11.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Volume

24: Alameda St (West) & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	380	23	64	285	116	5	691	74	24	355	13
Future Volume (vph)	47	380	23	64	285	116	5	691	74	24	355	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	100		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		525			120			801			930	
Travel Time (s)		11.9			2.7			18.2			21.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Volume

25: Wilmington Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	326	77	78	209	23	134	173	106	30	51	7
Future Volume (vph)	58	326	77	78	209	23	134	173	106	30	51	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		528			525			596			554	
Travel Time (s)		12.0			11.9			13.5			12.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

SimTraffic Performance Report

1: California Ave (East) & Florence Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.2	0.4	0.0	0.6
Denied Del/Veh (s)	0.0	0.5	2.8	0.1	0.6
Total Delay (hr)	14.1	25.8	4.3	1.7	45.9
Total Del/Veh (s)	43.1	77.2	30.6	26.8	52.9

2: California Ave (West) & Florence Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.1
Total Delay (hr)	16.8	16.1	9.6	4.7	47.2
Total Del/Veh (s)	52.6	28.0	40.0	34.6	33.9

3: Salt Lake Ave (West) & Bell Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	10.6	10.7	24.5	21.4	67.2
Total Del/Veh (s)	59.3	51.5	66.9	63.8	62.5

4: Bell Ave & Bissell St Performance by approach

Approach	WB	NB	SB	NE	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.2	0.2	0.1
Total Delay (hr)	0.4	0.1	0.1	0.2	0.8
Total Del/Veh (s)	9.9	8.5	9.6	8.0	8.7

5: California Ave & Bell Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.1	0.0	0.1
Total Delay (hr)	1.4	1.9	2.1	1.5	6.9
Total Del/Veh (s)	17.6	20.5	21.6	17.9	18.1

6: Salt Lake Ave (West) & Gage Ave Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Delay (hr)	3.5	3.9	2.0	9.4
Total Del/Veh (s)	16.9	14.1	14.0	16.2

SimTraffic Performance Report

7: California Ave/Maywood Ave & Gage Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.1
Total Delay (hr)	4.4	4.4	0.9	1.3	11.0
Total Del/Veh (s)	18.9	17.0	8.5	14.2	15.6

8: Maywood Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	0.1	0.2	0.3	0.1
Total Delay (hr)	2.0	1.3	1.3	0.7	5.4
Total Del/Veh (s)	20.8	13.8	10.7	10.1	13.0

9: Bissell Pl & Randolph St Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.1	0.1
Total Delay (hr)	0.0	0.2	0.0	0.3
Total Del/Veh (s)	0.4	1.4	13.6	10.0

10: State St & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.2	0.1	0.3
Denied Del/Veh (s)	0.0	0.2	0.4	0.4	0.3
Total Delay (hr)	3.0	3.0	8.3	2.0	16.2
Total Del/Veh (s)	24.2	18.2	18.5	15.7	20.0

11: Arbutus Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.2	0.2	0.1
Total Delay (hr)	2.6	2.9	0.3	0.2	6.0
Total Del/Veh (s)	22.8	21.2	6.7	7.1	17.6

12: Miles Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.1	0.1
Denied Del/Veh (s)	0.0	0.0	0.3	0.5	0.2
Total Delay (hr)	5.6	6.2	3.8	3.0	18.6
Total Del/Veh (s)	38.0	33.3	19.6	20.4	34.0

SimTraffic Performance Report

13: Seville Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.2	0.5	0.2	0.2
Total Delay (hr)	4.0	6.6	1.9	0.8	13.3
Total Del/Veh (s)	34.2	38.0	18.5	15.7	34.7

14: Rita Ave & Randolph St Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.5	0.8	1.3	2.6
Total Del/Veh (s)	3.2	4.3	24.9	4.4

15: Pacific Blvd & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	4.4	4.4	4.8	2.2	15.8
Total Del/Veh (s)	34.6	31.0	17.3	18.4	29.8

16: Pacific Blvd & Claredon Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.3	0.3	0.3	0.0	0.2
Total Delay (hr)	1.1	0.8	2.2	0.8	4.9
Total Del/Veh (s)	16.2	14.2	7.8	6.3	9.1

17: Pacific Blvd & Belgrave Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	0.3	0.2	0.0	0.4	0.2
Total Delay (hr)	1.1	1.1	2.5	1.0	5.6
Total Del/Veh (s)	15.7	17.9	6.6	5.5	10.9

18: Rugby Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.3	0.2	0.1
Total Delay (hr)	0.4	0.3	2.3	0.1	3.1
Total Del/Veh (s)	3.2	2.3	62.0	6.0	5.8

SimTraffic Performance Report

19: Malabar St & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.3	0.2	0.1
Total Delay (hr)	3.1	2.8	1.5	0.8	8.2
Total Del/Veh (s)	19.1	21.8	18.4	15.4	21.4

20: Santa Fe Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.1	0.3	0.1	0.1
Total Delay (hr)	5.0	3.7	5.7	2.9	17.3
Total Del/Veh (s)	33.1	26.7	16.9	20.1	22.5

21: Albany St & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.0
Total Delay (hr)	0.3	0.5	0.6	0.0	1.4
Total Del/Veh (s)	2.0	3.6	29.1	8.0	4.4

22: Randolph St & Regent St Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.2	0.3	0.0	0.6
Total Del/Veh (s)	1.5	2.1	15.0	2.0

23: Alameda St (East) & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.1
Total Delay (hr)	0.3	2.4	0.2	0.3	2.9
Total Del/Veh (s)	2.0	18.9	5.3	8.8	10.3

24: Alameda St (West) & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0	0.1
Total Delay (hr)	4.8	2.2	20.2	4.7	31.9
Total Del/Veh (s)	37.0	16.8	91.5	38.6	48.3

SimTraffic Performance Report

25: Wilmington Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.2	0.0	0.4	0.1	0.2
Total Delay (hr)	1.6	1.2	2.6	0.3	5.6
Total Del/Veh (s)	12.3	14.1	21.4	9.2	20.5

Lanes and Geometrics

1: Otis Ave & Salt Lake Ave (West)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	34	83	5	136	13	85	298	2	4	277	83
Future Volume (vph)	250	34	83	5	136	13	85	298	2	4	277	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		654			866			476			134	
Travel Time (s)		14.9			19.7			10.8			3.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

2: Salt Lake Ave (East) & Otis Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	136	45	13	187	34	43	383	140	43	305	0
Future Volume (vph)	5	136	45	13	187	34	43	383	140	43	305	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	60		0	75		0	0		0	45		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		731			1125			134			170	
Travel Time (s)		16.6			25.6			3.0			3.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

3: Otis Ave & Elizabeth St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	31	0	56	64	80	3	311	108	62	305	4
Future Volume (vph)	1	31	0	56	64	80	3	311	108	62	305	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	50		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		126			897			170			520	
Travel Time (s)		2.9			20.4			3.9			11.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

4: Salt Lake Ave (West) & Santa Ana St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	663	6	3	365	126	20	2	7	48	0	5
Future Volume (vph)	17	663	6	3	365	126	20	2	7	48	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		549			221			276			866	
Travel Time (s)		12.5			5.0			6.3			19.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

5: Salt Lake Ave (East) & Santa Ana St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	359	259	3	309	55	217	188	5	26	284	1
Future Volume (vph)	1	359	259	3	309	55	217	188	5	26	284	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		70	0		90	75		0	60		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		221			1950			2304			1125	
Travel Time (s)		5.0			44.3			52.4			25.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

6: Salt Lake Ave (East) & Ardine St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	70	100	8	48	44	40	329	6	20	479	3
Future Volume (vph)	19	70	100	8	48	44	40	329	6	20	479	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	60		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1105			512			1099			2304	
Travel Time (s)		25.1			11.6			25.0			52.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

7: Atlantic Ave & Salt Lake Ave (East)/Patata St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	7	555	97	2	10	343	922	104	8	719	2
Future Volume (vph)	3	7	555	97	2	10	343	922	104	8	719	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		70	0		80	0		0	115		0
Storage Lanes	0		1	1		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1099			1232			386			825	
Travel Time (s)		25.0			28.0			8.8			18.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

8: Atlantic Ave & Azalea West

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	64	14	10	1260	1222	85
Future Volume (vph)	64	14	10	1260	1222	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	120	0	125			150
Storage Lanes	1	1	2			1
Taper Length (ft)	25		25			
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	30	
Link Distance (ft)	524			642	317	
Travel Time (s)	11.9			14.6	7.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

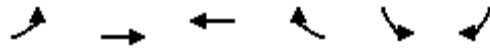
Lanes and Geometrics

9: Atlantic Ave & Firestone Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  			  		 	 	
Traffic Volume (vph)	153	1270	116	45	1156	212	125	769	48	759	630	126
Future Volume (vph)	153	1270	116	45	1156	212	125	769	48	759	630	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	315		0	210		0	200		0	0		200
Storage Lanes	2		0	1		0	1		0	2		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1083			1044			929			642	
Travel Time (s)		24.6			23.7			21.1			14.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

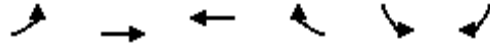
10: Firestone Blvd & Mason St



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑		↑	↑
Traffic Volume (vph)	0	1528	1357	239	11	7
Future Volume (vph)	0	1528	1357	239	11	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	50
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		30	30		30	
Link Distance (ft)		1044	195		282	
Travel Time (s)		23.7	4.4		6.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

11: Firestone Blvd & Firestone Pl



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑		↘	↘
Traffic Volume (vph)	0	1549	1585	4	1	14
Future Volume (vph)	0	1549	1585	4	1	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	90			0	0	0
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		30	30		30	
Link Distance (ft)		195	1120		509	
Travel Time (s)		4.4	25.5		11.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

12: Rayo Ave & Firestone Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 	  				  		 	
Traffic Volume (vph)	11	1448	8	254	1557	73	2	16	954	32	2	5
Future Volume (vph)	11	1448	8	254	1557	73	2	16	954	32	2	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	135		0	270		0	0		150	0		0
Storage Lanes	1		0	2		0	0		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1120			1181			882			403	
Travel Time (s)		25.5			26.8			20.0			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										47%		
Intersection Summary												
Area Type:	Other											

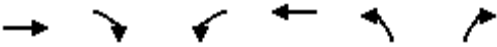
Lanes and Geometrics

13: Salt Lake Ave & Southern Ave

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	25	14	0	16	30	1
Future Volume (vph)	25	14	0	16	30	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	815			567	783	
Travel Time (s)	18.5			12.9	17.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

14: Center St & Gardendale St

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	511	2	18	871	9	34
Future Volume (vph)	511	2	18	871	9	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	60		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	584			275	1918	
Travel Time (s)	13.3			6.3	43.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

15: Dakota Ave & Gardendale St

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	478	2	0	806	1	0
Future Volume (vph)	478	2	0	806	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	60		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	275			388	1783	
Travel Time (s)	6.3			8.8	40.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

16: Industrial Ave & Gardendale St

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	531	10	4	863	25	8
Future Volume (vph)	531	10	4	863	25	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	60		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	388			1080	1573	
Travel Time (s)	8.8			24.5	35.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

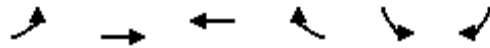
17: Center St & Main St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	190	9	38	266	23	7	5	32	27	3	12
Future Volume (vph)	10	190	9	38	266	23	7	5	32	27	3	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		688			204			1470			1918	
Travel Time (s)		15.6			4.6			33.4			43.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics 18: Main St & Dakota Ave



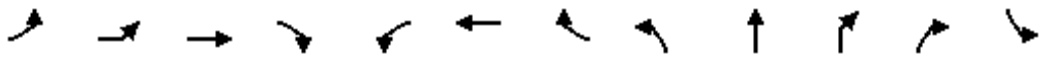
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	252	315	0	0	4
Future Volume (vph)	1	252	315	0	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Link Speed (mph)		30	30		30	
Link Distance (ft)		204	269		1783	
Travel Time (s)		4.6	6.1		40.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

19: Industrial Ave & Main St & Arizona Ave

												
Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	NBR2	SBL
Lane Configurations												
Traffic Volume (vph)	15	23	218	28	23	323	8	30	7	9	38	3
Future Volume (vph)	15	23	218	28	23	323	8	30	7	9	38	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%			0%			0%			
Storage Length (ft)		0		0	0		0	0		25		0
Storage Lanes		0		0	0		0	0		1		0
Taper Length (ft)		25			25			25				25
Link Speed (mph)			30			30			30			
Link Distance (ft)			269			708			502			
Travel Time (s)			6.1			16.1			11.4			
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%			0%			0%			
Shared Lane Traffic (%)										74%		

Intersection Summary

Area Type: Other

Lanes and Geometrics

19: Industrial Ave & Main St & Arizona Ave

						
Lane Group	SBT	SBR	SWL2	SWL	SWR	SWR2
Lane Configurations						
Traffic Volume (vph)	5	18	7	6	38	1
Future Volume (vph)	5	18	7	6	38	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%		
Storage Length (ft)		0		0	0	
Storage Lanes		0		1	0	
Taper Length (ft)				25		
Link Speed (mph)	30			30		
Link Distance (ft)	1573			568		
Travel Time (s)	35.8			12.9		
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%		
Shared Lane Traffic (%)						
Intersection Summary						

Lanes and Geometrics

20: Century Blvd & Center St

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	8	84	0	0	103	4	3	19	0	0
Future Volume (vph)	8	84	0	0	103	4	3	19	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%		0%		0%	
Storage Length (ft)	50		0	50		0	0	0	0	0
Storage Lanes	1		0	1		0	1	0	0	0
Taper Length (ft)	25			25			25		25	
Link Speed (mph)		30			30		30		30	
Link Distance (ft)		1029			407		1470		74	
Travel Time (s)		23.4			9.3		33.4		1.7	
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)										
Mid-Block Traffic (%)		0%			0%		0%		0%	
Shared Lane Traffic (%)										

Intersection Summary

Area Type: Other

Lanes and Geometrics

21: Century Blvd & Florence Ave



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	144	84	25	2	24
Future Volume (vph)	0	144	84	25	2	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	50			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Link Speed (mph)		30	30		30	
Link Distance (ft)		238	1029		770	
Travel Time (s)		5.4	23.4		17.5	
Confl. Peds. (#/hr)					2	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

22: Industrial Ave & Lincoln Ave

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	10	57	23	11	44
Future Volume (vph)	11	10	57	23	11	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Link Speed (mph)	30		30			30
Link Distance (ft)	616		496			669
Travel Time (s)	14.0		11.3			15.2
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

22: Paramount Blvd & Rosecrans Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	171	732	205	174	817	100	176	510	252	91	674	337
Future Volume (vph)	171	732	205	174	817	100	176	510	252	91	674	337
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	215		0	195		50	220		0	200		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		744			3570			2210			2670	
Travel Time (s)		12.7			60.9			37.7			45.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics
23: Bianchi Wy & Rosecrans Ave

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑	↑↑	↑	↑
Traffic Volume (vph)	1226	132	24	1181	30	13
Future Volume (vph)	1226	132	24	1181	30	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		120	75		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			40	30	
Link Distance (ft)	3454			744	628	
Travel Time (s)	58.9			12.7	14.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

24: Hayter Ave & Somerset Blvd

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	585	35	12	818	59	15
Future Volume (vph)	585	35	12	818	59	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	80		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	40			40	30	
Link Distance (ft)	916			1194	455	
Travel Time (s)	15.6			20.4	10.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

25: Lakewood Blvd & Somerset Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	341	103	171	546	142	105	910	213	84	927	187
Future Volume (vph)	118	341	103	171	546	142	105	910	213	84	927	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	160		0	90		0	180		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1194			1592			721			1175	
Travel Time (s)		20.4			27.1			12.3			20.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics
26: Lakewood Blvd & Paseo St

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	32	48	19	1186	1180	22
Future Volume (vph)	32	48	19	1186	1180	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	90			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			40	40	
Link Distance (ft)	480			357	721	
Travel Time (s)	10.9			6.1	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

27: Clark Ave & Flora Vista St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	0	21	9	0	71	22	621	5	11	620	2
Future Volume (vph)	2	0	21	9	0	71	22	621	5	11	620	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			40			30	
Link Distance (ft)		597			103			439			1097	
Travel Time (s)		13.6			2.3			7.5			24.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
28: Clark Ave & Alondra Blvd

																		
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR						
Lane Configurations		 			 			 			 							
Traffic Volume (vph)	96	442	82	135	762	61	76	518	100	55	562	136						
Future Volume (vph)	96	442	82	135	762	61	76	518	100	55	562	136						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900						
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12						
Grade (%)	0%				0%			0%			0%							
Storage Length (ft)	100		0	150		0	55		0	60		0						
Storage Lanes	1		0	1		0	1		0	1		0						
Taper Length (ft)	25			25			25			25								
Right Turn on Red			Yes				Yes				Yes							
Link Speed (mph)	40				40			35			40							
Link Distance (ft)	1692				380			1495			439							
Travel Time (s)	28.8				6.5			29.1			7.5							
Confl. Peds. (#/hr)																		
Confl. Bikes (#/hr)																		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92						
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%						
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%						
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0						
Parking (#/hr)																		
Mid-Block Traffic (%)	0%				0%			0%			0%							
Shared Lane Traffic (%)																		
Intersection Summary																		
Area Type:	Other																	

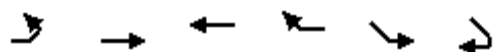
Lanes and Geometrics

29: Pacific Ave & Alondra Blvd

						
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	 			 	 	
Traffic Volume (vph)	645	31	29	892	72	36
Future Volume (vph)	645	31	29	892	72	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			40	30	
Link Distance (ft)	380			234	930	
Travel Time (s)	6.5			4.0	21.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

30: Alondra Blvd & Flora Vista St



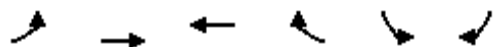
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Volume (vph)	0	750	1010	69	11	3
Future Volume (vph)	0	750	1010	69	11	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Link Speed (mph)		40	40		30	
Link Distance (ft)		234	515		671	
Travel Time (s)		4.0	8.8		15.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

31: Alondra Blvd & Stevens Ave



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	12	682	1045	22	41	27
Future Volume (vph)	12	682	1045	22	41	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	30			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Link Speed (mph)		40	40		30	
Link Distance (ft)		515	540		300	
Travel Time (s)		8.8	9.2		6.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

32: Bellflower Blvd & Flora Vista St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	0	84	1	107	3	575	45	59	485	8
Future Volume (vph)	1	0	0	84	1	107	3	575	45	59	485	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			25			25			25	
Link Distance (ft)		162			916			386			635	
Travel Time (s)		3.7			25.0			10.5			17.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

33: Bellflower Blvd & Mayne St & Pacific Ave

											
Lane Group	EBL2	EBL	EBR	NBL2	NBL	NBT	SBT	SBR	SBR2	SEL	SER
Lane Configurations											
Traffic Volume (vph)	4	10	24	5	34	692	393	44	27	0	0
Future Volume (vph)	4	10	24	5	34	692	393	44	27	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%				0%	0%			0%	
Storage Length (ft)		0	0		0			0		0	0
Storage Lanes		1	0		1			1		0	0
Taper Length (ft)		25			25					25	
Link Speed (mph)		30				25	25			30	
Link Distance (ft)		385				331	386			395	
Travel Time (s)		8.8				9.0	10.5			9.0	
Confl. Peds. (#/hr)											
Confl. Bikes (#/hr)											
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)											
Mid-Block Traffic (%)		0%				0%	0%			0%	
Shared Lane Traffic (%)											

Intersection Summary

Area Type: Other

Lanes and Geometrics

34: Bellflower Blvd & Oak St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	9	35	2	7	9	32	559	5	18	455	28
Future Volume (vph)	64	9	35	2	7	9	32	559	5	18	455	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		683			448			404			331	
Travel Time (s)		18.6			12.2			11.0			9.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

35: Dumont Ave & Artesia Blvd

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1130	121	69	1265	82	62
Future Volume (vph)	1130	121	69	1265	82	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	75		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			30	30	
Link Distance (ft)	1358			1094	478	
Travel Time (s)	23.1			24.9	10.9	
Confl. Peds. (#/hr)			65			
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

36: Studebaker Rd & Artesia Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 		 	 	
Traffic Volume (vph)	469	470	160	142	593	248	117	470	59	147	569	431
Future Volume (vph)	469	470	160	142	593	248	117	470	59	147	569	431
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	225		150	200		125	200		0
Storage Lanes	2		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1094			1997			520			1346	
Travel Time (s)		18.6			34.0			8.9			22.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)			7			3			5			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

37: Studebaker Rd & Business Cir

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	16	38	558	30	13	654
Future Volume (vph)	16	38	558	30	13	654
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	30		40			40
Link Distance (ft)	294		1931			520
Travel Time (s)	6.7		32.9			8.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
38: Jersey Ave & 186th St

						
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	31	35	18	31	15	9
Future Volume (vph)	31	35	18	31	15	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	160			1320	235	
Travel Time (s)	3.6			30.0	5.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

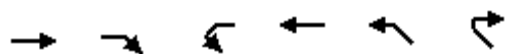
39: Albertis Ave & 187th St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	72	14	11	74	0	23	0	7	0	0	1
Future Volume (vph)	0	72	14	11	74	0	23	0	7	0	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			30			30			30	
Link Distance (ft)		168			181			207			92	
Travel Time (s)		4.6			4.1			4.7			2.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics 40: Corby Ave (West) & 187th St



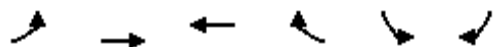
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑			↑	↑	
Traffic Volume (vph)	65	14	15	85	15	11
Future Volume (vph)	65	14	15	85	15	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	25			30	30	
Link Distance (ft)	181			210	230	
Travel Time (s)	4.9			4.8	5.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

41: 187th St & Corby Ave (East)



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	15	61	66	8	21	19
Future Volume (vph)	15	61	66	8	21	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Link Speed (mph)		25	30		30	
Link Distance (ft)		210	373		297	
Travel Time (s)		5.7	8.5		6.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

42: Pioneer Blvd & 186th St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	25	5	19	39	15	3	228	3	5	197	6
Future Volume (vph)	7	25	5	19	39	15	3	228	3	5	197	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		1320			433			557			218	
Travel Time (s)		30.0			9.8			15.2			5.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

43: Pioneer Blvd & 187th St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	31	25	21	46	8	24	176	27	10	177	10
Future Volume (vph)	8	31	25	21	46	8	24	176	27	10	177	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		125	0		0	70		0	0		0
Storage Lanes	0		1	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			25			25			25	
Link Distance (ft)		373			715			530			557	
Travel Time (s)		8.5			19.5			14.5			15.2	
Confl. Peds. (#/hr)	18		7	7		18	8		22	22		8
Confl. Bikes (#/hr)						3			2			4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

44: Pioneer Blvd & 188th St

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	11	11	270	246	3
Future Volume (vph)	6	11	11	270	246	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	45			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Link Speed (mph)	30			25	25	
Link Distance (ft)	520			538	530	
Travel Time (s)	11.8			14.7	14.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

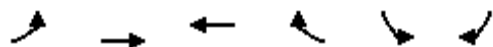
Lanes and Geometrics

45: Pioneer Blvd & South St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	524	66	107	891	36	98	201	164	41	162	46
Future Volume (vph)	40	524	66	107	891	36	98	201	164	41	162	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	102		0	150		0	75		0	135		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		707			1055			824			538	
Travel Time (s)		16.1			24.0			22.5			14.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

46: South St & Clarkdale Ave



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	96	637	955	83	35	39
Future Volume (vph)	96	637	955	83	35	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	100			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		30	30		30	
Link Distance (ft)		1055	590		569	
Travel Time (s)		24.0	13.4		12.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

47: South St & Elaine Ave



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	63	618	974	31	24	45
Future Volume (vph)	63	618	974	31	24	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	100			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		30	30		30	
Link Distance (ft)		590	640		773	
Travel Time (s)		13.4	14.5		17.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
48: Norwalk Blvd & South St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	95	334	67	81	823	103	81	518	64	80	462	122
Future Volume (vph)	95	334	67	81	823	103	81	518	64	80	462	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	150		0	265		0	75		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1307			2630			773			951	
Travel Time (s)		29.7			59.8			17.6			21.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

49: Bloomfield Ave & South St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	124	342	62	154	747	110	74	564	215	125	481	183
Future Volume (vph)	124	342	62	154	747	110	74	564	215	125	481	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	195		0	150		0	200		0	195		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2630			1371			928			870	
Travel Time (s)		59.8			31.2			21.1			19.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics
50: Alburto Ave & South St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	581	27	22	981	18	19	5	6	9	5	12
Future Volume (vph)	25	581	27	22	981	18	19	5	6	9	5	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	55		0	85		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		562			751			265			376	
Travel Time (s)		12.8			17.1			6.0			8.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

51: Pioneer Blvd & 195th St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	331	105	125	472	73	117	255	80	52	266	59
Future Volume (vph)	54	331	105	125	472	73	117	255	80	52	266	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	125		0	180		0	150		0	145		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		992			1031			1683			1881	
Travel Time (s)		22.5			23.4			45.9			51.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

52: Pioneer Blvd & Los Coyotes Blvd/Eberle St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	21	24	37	36	18	14	314	23	38	338	114
Future Volume (vph)	94	21	24	37	36	18	14	314	23	38	338	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		50	0		0	85		0	85		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		614			532			965			1683	
Travel Time (s)		14.0			12.1			26.3			45.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

53: Pioneer Blvd & Del Amo Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	673	123	84	1311	36	195	236	281	116	180	103
Future Volume (vph)	73	673	123	84	1311	36	195	236	281	116	180	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	190		75	150		0	200		0	175		100
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		1114			783			628			965	
Travel Time (s)		25.3			17.8			17.1			26.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

54: Pioneer Blvd & 183rd St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	286	21	36	380	106	29	220	25	90	252	100
Future Volume (vph)	64	286	21	36	380	106	29	220	25	90	252	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	90		0	160		120
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		643			732			444			964	
Travel Time (s)		14.6			16.6			12.1			26.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

SimTraffic Performance Report

1: Otis Ave & Salt Lake Ave (West) Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.3	0.0	0.4	0.0	0.7
Denied Del/Veh (s)	0.5	0.0	0.9	0.1	1.5
Total Delay (hr)	7.9	0.8	8.5	0.7	17.9
Total Del/Veh (s)	38.6	19.4	35.5	7.2	36.9

2: Salt Lake Ave (East) & Otis Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.4	0.0	0.0	0.0	0.1
Total Delay (hr)	9.2	1.7	1.5	2.8	15.2
Total Del/Veh (s)	89.4	21.5	17.6	60.0	74.5

3: Otis Ave & Elizabeth St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.1	0.0	0.1	0.2
Denied Del/Veh (s)	0.2	0.1	0.0	0.3	0.3
Total Delay (hr)	0.1	4.3	0.2	3.7	8.3
Total Del/Veh (s)	18.1	41.3	12.3	36.9	34.9

4: Santa Ana St & Salt Lake Ave (West) Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.3	0.3
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.1
Total Delay (hr)	0.8	0.3	0.8	4.2	6.1
Total Del/Veh (s)	7.5	2.3	9.6	41.4	21.2

5: Salt Lake Ave (East) & Santa Ana St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.5	0.0	0.0	0.1
Total Delay (hr)	1.1	3.5	4.5	4.1	13.2
Total Del/Veh (s)	21.6	33.7	56.2	56.3	43.2

6: Salt Lake Ave (East) & Ardine St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.2	0.1	0.0	0.1
Total Delay (hr)	0.4	0.2	1.9	1.9	4.4
Total Del/Veh (s)	8.5	7.0	31.7	34.1	29.5

SimTraffic Performance Report

7: Atlantic Ave & Salt Lake Ave (East)/Patata St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	0.0	0.5	0.1	0.3	0.1
Total Delay (hr)	1.6	2.3	3.0	3.0	9.9
Total Del/Veh (s)	11.4	55.4	51.6	60.2	52.7

8: Atlantic Ave & Azalea West Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.9	0.0	0.0	0.0
Total Delay (hr)	0.5	1.7	0.8	3.0
Total Del/Veh (s)	3.8	5.0	2.3	3.7

9: Atlantic Ave & Firestone Blvd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.1	7.5	7.8
Denied Del/Veh (s)	0.3	0.0	0.5	18.7	5.3
Total Delay (hr)	14.3	20.6	24.1	28.4	87.4
Total Del/Veh (s)	34.3	51.7	91.4	71.4	53.0

10: Firestone Blvd & Mason St Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	5.5	4.5	0.0	10.1
Total Del/Veh (s)	9.8	10.2	4.2	7.3

11: Firestone Blvd & Firestone PI Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	2.7	3.1	0.0	5.8
Total Del/Veh (s)	6.7	15.4	5.8	7.5

12: Rayo Ave & Firestone Blvd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.2	0.2	0.0	0.4
Denied Del/Veh (s)	0.0	0.4	0.6	0.1	0.3
Total Delay (hr)	9.7	9.9	7.5	5.2	32.3
Total Del/Veh (s)	138.1	129.2	36.0	31.1	116.1

SimTraffic Performance Report

13: Salt Lake Ave & Southern Ave Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.1	0.0	8.9	4.0

14: Center St & Gardendale St Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.4	0.1	0.0	0.2
Total Delay (hr)	0.1	0.2	0.1	0.4
Total Del/Veh (s)	0.6	0.7	18.5	1.5

15: Dakota Ave & Gardendale St Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.0	0.2
Total Del/Veh (s)	0.3	0.6	28.4	0.5

16: Industrial Ave & Gardendale St Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.2	0.0	0.2
Denied Del/Veh (s)	0.1	0.8	0.0	0.5
Total Delay (hr)	0.1	0.3	0.4	0.8
Total Del/Veh (s)	0.5	1.4	34.8	2.1

17: Center St & Main St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.1	0.1	0.1
Total Delay (hr)	0.0	0.1	0.1	0.1	0.3
Total Del/Veh (s)	0.6	0.8	14.6	13.7	2.5

18: Main St & Dakota Ave Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.0	0.1
Total Del/Veh (s)	0.3	0.4	10.2	0.4

SimTraffic Performance Report

19: Industrial Ave & Main St & Arizona Ave Performance by approach

Approach	EB	WB	NB	SB	SW	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.3	1.8	0.0	0.1	0.3
Total Delay (hr)	0.1	0.1	0.3	0.1	0.1	0.6
Total Del/Veh (s)	1.1	1.0	17.5	7.5	6.8	2.7

20: Century Blvd & Center St Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.1	0.1	9.8	0.6

21: Century Blvd & Florence Ave Performance by approach

Approach	EB	WB	SW	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.4	0.1	9.0	0.9

22: Industrial Ave & Lincoln Ave Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.1	0.2	0.8	0.8

SimTraffic Performance Report

22: Paramount Blvd & Rosecrans Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.1	0.1	0.1	0.3
Denied Del/Veh (s)	0.0	0.2	0.5	0.3	0.2
Total Delay (hr)	5.1	6.7	6.4	4.3	22.5
Total Del/Veh (s)	38.9	49.0	48.5	58.5	54.6

23: Bianchi Wy & Rosecrans Ave Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	0.0	0.1	0.1
Total Delay (hr)	1.2	1.6	0.3	3.1
Total Del/Veh (s)	2.2	1.5	4.8	2.4

24: Hayter Ave & Somerset Blvd Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.2	0.1
Total Delay (hr)	0.1	0.6	0.2	0.9
Total Del/Veh (s)	0.5	2.7	29.0	5.4

25: Lakewood Blvd & Somerset Blvd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.1	0.0	0.1	0.3
Denied Del/Veh (s)	0.0	0.6	0.0	0.4	0.3
Total Delay (hr)	5.3	6.3	9.3	8.5	29.3
Total Del/Veh (s)	39.5	26.1	25.7	25.6	32.4

26: Lakewood Blvd & Paseo St Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.1	0.3	0.0	0.2
Total Delay (hr)	0.4	0.7	1.6	2.7
Total Del/Veh (s)	20.6	2.1	4.9	4.0

27: Clark Ave & Flora Vista St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.2	0.1
Total Delay (hr)	0.0	0.1	0.6	0.1	0.9
Total Del/Veh (s)	14.1	10.8	3.0	0.7	2.2

SimTraffic Performance Report

28: Clark Ave & Alondra Blvd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.1	0.0	0.2
Denied Del/Veh (s)	0.5	0.0	0.4	0.2	0.3
Total Delay (hr)	11.5	10.7	6.4	7.2	35.9
Total Del/Veh (s)	63.5	40.0	32.9	33.2	47.1

29: Pacific Ave & Alondra Blvd Performance by approach

Approach	EB	WB	NW	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	0.9	0.8	0.5	2.2
Total Del/Veh (s)	5.0	3.0	16.6	4.5

30: Alondra Blvd & Flora Vista St Performance by approach

Approach	EB	WB	SE	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	0.2	0.5	0.1	0.9
Total Del/Veh (s)	1.0	1.8	37.2	1.7

31: Alondra Blvd & Stevens Ave Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.2	0.1	0.1
Total Delay (hr)	0.2	0.1	1.2	0.5
Total Del/Veh (s)	0.9	0.4	50.9	2.0

32: Bellflower Blvd & Flora Vista St Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.0	0.0	0.0
Total Delay (hr)	1.0	0.8	1.0	2.8
Total Del/Veh (s)	17.6	3.8	6.6	7.1

33: Bellflower Blvd & Mayne St & Pacific Ave Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.1	0.3	0.0	0.2
Total Delay (hr)	0.1	0.5	0.1	0.7
Total Del/Veh (s)	11.0	2.2	0.9	1.8

SimTraffic Performance Report

34: Bellflower Blvd & Oak St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.1	0.1
Total Delay (hr)	0.6	0.1	3.1	3.3	7.1
Total Del/Veh (s)	21.9	17.5	16.0	24.4	21.7

35: Dumont Ave & Artesia Blvd Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	0.1	0.2	0.4
Total Delay (hr)	5.7	4.4	0.9	11.0
Total Del/Veh (s)	24.6	11.8	21.7	17.7

36: Studebaker Rd & Artesia Blvd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.2	0.0	0.2	0.4
Denied Del/Veh (s)	0.0	0.8	0.1	0.6	0.4
Total Delay (hr)	8.3	6.2	5.1	7.2	26.8
Total Del/Veh (s)	91.7	68.6	29.6	77.3	85.3

37: Studebaker Rd & Business Cir Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.1
Total Delay (hr)	0.1	0.1	0.5	0.8
Total Del/Veh (s)	14.6	0.9	2.4	2.9

38: Jersey Ave & 186th St Performance by approach

Approach	EB	WB	NW	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.3	2.5	10.3	9.1

39: Albertis Ave & 187th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	0.1	0.3	9.7	1.9	2.0

SimTraffic Performance Report

40: Corby Ave (West) & 187th St Performance by approach

Approach	EB	WB	NW	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.1	0.6	9.4	1.7

41: 187th St & Corby Ave (East) Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.4	1.2	9.3	1.8

42: Pioneer Blvd & 186th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.1	0.2	0.1
Total Delay (hr)	0.2	0.5	0.2	0.1	1.0
Total Del/Veh (s)	20.0	27.2	2.4	2.0	7.1

43: Pioneer Blvd & 187th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.0
Total Delay (hr)	0.2	0.4	0.3	0.3	1.2
Total Del/Veh (s)	8.7	15.7	4.1	3.8	6.8

44: Pioneer Blvd & 188th St Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.1	0.0
Total Delay (hr)	0.0	0.1	0.1	0.2
Total Del/Veh (s)	10.5	1.4	0.7	9.2

45: Pioneer Blvd & South St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.1	0.0	0.2
Denied Del/Veh (s)	0.4	0.1	0.9	0.0	0.3
Total Delay (hr)	3.9	8.4	3.1	1.4	16.9
Total Del/Veh (s)	32.0	38.0	32.1	28.6	33.7

SimTraffic Performance Report

46: South St & Clarkdale Ave Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	2.7	5.2	0.2	8.1
Total Del/Veh (s)	20.4	22.0	10.8	18.1

47: South St & Elaine Ave Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.1	0.1
Total Delay (hr)	2.3	2.9	0.2	5.4
Total Del/Veh (s)	11.1	13.1	8.1	11.3

48: Norwalk Blvd & South St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.1	0.2
Denied Del/Veh (s)	0.0	0.0	0.5	0.5	0.2
Total Delay (hr)	3.6	8.9	4.0	3.9	20.3
Total Del/Veh (s)	20.3	31.1	21.0	21.1	24.3

49: Bloomfield Ave & South St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.1	0.1	0.1	0.4
Denied Del/Veh (s)	0.1	0.5	0.5	0.6	0.5
Total Delay (hr)	4.7	8.8	5.8	5.2	24.5
Total Del/Veh (s)	32.4	31.2	23.9	23.9	27.6

50: Alburtis Ave & South St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.3	0.0	0.1	0.1	0.1
Total Delay (hr)	1.6	4.0	0.1	0.1	5.8
Total Del/Veh (s)	9.4	13.5	11.3	10.6	12.0

51: Pioneer Blvd & 195th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.1	0.0	0.0	0.2
Denied Del/Veh (s)	0.5	0.7	0.1	0.1	0.4
Total Delay (hr)	2.3	3.0	1.7	1.6	8.6
Total Del/Veh (s)	17.1	16.5	12.7	14.5	15.4

SimTraffic Performance Report

52: Pioneer Blvd & Los Coyotes Blvd/Eberle St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.8	0.2	0.0	0.0	0.1
Total Delay (hr)	0.9	0.5	0.6	0.8	2.7
Total Del/Veh (s)	21.3	19.2	5.7	5.6	8.8

53: Pioneer Blvd & Del Amo Blvd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.2	0.2	0.2	0.0	0.6
Denied Del/Veh (s)	0.7	0.5	1.1	0.0	0.6
Total Delay (hr)	5.3	19.0	6.2	3.3	33.8
Total Del/Veh (s)	21.9	46.6	31.1	30.0	35.2

54: Pioneer Blvd & 183rd St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.1	0.0	0.2	0.3
Denied Del/Veh (s)	0.6	0.4	0.1	1.5	0.7
Total Delay (hr)	2.2	2.8	1.1	1.7	7.9
Total Del/Veh (s)	20.9	19.6	14.6	14.3	17.6

Lanes and Geometrics

1: California Ave (East) & Florence Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			 						 	
Traffic Volume (vph)	26	1077	297	1	897	46	247	93	4	58	170	44
Future Volume (vph)	26	1077	297	1	897	46	247	93	4	58	170	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	70		0	0		50	100		0	0		0
Storage Lanes	1		0	0		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		382			955			574			460	
Travel Time (s)		8.7			21.7			13.0			10.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

2: California Ave (West) & Florence Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Traffic Volume (vph)	32	1098	180	169	919	95	129	276	229	106	403	62
Future Volume (vph)	32	1098	180	169	919	95	129	276	229	106	403	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	90		0	150		0	125		0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		840			382			316			325	
Travel Time (s)		19.1			8.7			7.2			7.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

3: Salt Lake Ave (West) & Bell Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	169	113	68	104	36	69	255	75	53	403	27
Future Volume (vph)	36	169	113	68	104	36	69	255	75	53	403	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	50		50	0		50
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		589			493			1283			1354	
Travel Time (s)		13.4			11.2			29.2			30.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

4: Bell Ave & Bissell St

												
Lane Group	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER	NER2
Lane Configurations												
Traffic Volume (vph)	11	135	39	17	11	31	52	16	22	13	231	23
Future Volume (vph)	11	135	39	17	11	31	52	16	22	13	231	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%		0%		
Storage Length (ft)		0	0	0		0	0		0	0	0	
Storage Lanes		1	0	0		0	0		0	1	0	
Taper Length (ft)		25		25			25			25		
Link Speed (mph)		30			30			30		30		
Link Distance (ft)		589			505			682		552		
Travel Time (s)		13.4			11.5			15.5		12.5		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%		0%		
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

5: California Ave (East) & Bell Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	168	52	20	133	40	13	95	39	78	225	42
Future Volume (vph)	48	168	52	20	133	40	13	95	39	78	225	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		493			693			545			420	
Travel Time (s)		11.2			15.8			12.4			9.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

6: Salt Lake Ave (West) & Gage Ave

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1005	214	255	722	173	156
Future Volume (vph)	1005	214	255	722	173	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	130		120	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	30	
Link Distance (ft)	987			602	1354	
Travel Time (s)	22.4			13.7	30.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

7: California Ave (East) & Gage Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			  							
Traffic Volume (vph)	116	995	83	40	785	79	14	84	56	66	179	193
Future Volume (vph)	116	995	83	40	785	79	14	84	56	66	179	193
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	75		0	0		0	0		70	0		70
Storage Lanes	1		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		602			1441			938			675	
Travel Time (s)		13.7			32.8			21.3			15.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

8: California Ave (East) & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	341	84	9	203	4	27	276	13	18	374	18
Future Volume (vph)	4	341	84	9	203	4	27	276	13	18	374	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	50		0	25		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		636			1014			520			542	
Travel Time (s)		14.5			23.0			11.8			12.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

9: Bissell Pl & Randolph St

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	514	7	3	345	2	10
Future Volume (vph)	514	7	3	345	2	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	643			636	611	
Travel Time (s)	14.6			14.5	13.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

10: State St & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	351	91	42	233	72	54	512	34	138	1093	6
Future Volume (vph)	89	351	91	42	233	72	54	512	34	138	1093	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	125		0	133		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		676			839			1172			753	
Travel Time (s)		15.4			19.1			26.6			17.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

11: Arbutus Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	85	12	54	393	35	8	14	35	0	42	22
Future Volume (vph)	64	85	12	54	393	35	8	14	35	0	42	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		50	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1350			676			537			592	
Travel Time (s)		30.7			15.4			12.2			13.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

12: Miles Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	502	54	63	364	40	36	357	53	86	869	35
Future Volume (vph)	58	502	54	63	364	40	36	357	53	86	869	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1063			1350			613			853	
Travel Time (s)		24.2			30.7			13.9			19.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

13: Seville Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	549	33	48	381	30	34	145	26	48	287	38
Future Volume (vph)	32	549	33	48	381	30	34	145	26	48	287	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	50		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		389			1063			594			705	
Travel Time (s)		8.8			24.2			13.5			16.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

14: Rita Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	496	72	75	315	68	0	0	0	56	143	64
Future Volume (vph)	58	496	72	75	315	68	0	0	0	56	143	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		411			389			471			200	
Travel Time (s)		9.3			8.8			10.7			4.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
15: Pacific Blvd & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	89	466	68	57	300	22	40	515	36	110	621	50
Future Volume (vph)	89	466	68	57	300	22	40	515	36	110	621	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	60		0	40		0	55		0	50		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		405			411			721			629	
Travel Time (s)		9.2			9.3			16.4			14.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics
16: Pacific Blvd & Claredon Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	126	39	20	70	46	33	491	59	42	615	24
Future Volume (vph)	28	126	39	20	70	46	33	491	59	42	615	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	70		0	70		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		622			685			437			721	
Travel Time (s)		14.1			15.6			9.9			16.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics
17: Pacific Blvd & Belgrave Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	146	44	51	91	48	37	486	35	113	704	63
Future Volume (vph)	47	146	44	51	91	48	37	486	35	113	704	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	50		0	50		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		324			652			629			681	
Travel Time (s)		7.4			14.8			14.3			15.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics
18: Rugby Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	508	0	0	323	18	15	46	103	17	0	39
Future Volume (vph)	23	508	0	0	323	18	15	46	103	17	0	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		393			405			494			552	
Travel Time (s)		8.9			9.2			11.2			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

19: Malabar St & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	445	24	67	329	19	10	61	31	45	240	42
Future Volume (vph)	32	445	24	67	329	19	10	61	31	45	240	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	50		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		764			393			572			502	
Travel Time (s)		17.4			8.9			13.0			11.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics
20: Santa Fe Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	367	37	114	303	27	7	660	75	26	1001	37
Future Volume (vph)	92	367	37	114	303	27	7	660	75	26	1001	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	70		0	70		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		694			764			610			605	
Travel Time (s)		15.8			17.4			13.9			13.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

21: Albany St & Randolph St

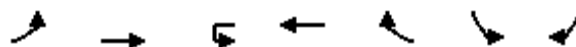
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	462	15	43	392	5	9	4	24	13	23	8
Future Volume (vph)	23	462	15	43	392	5	9	4	24	13	23	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		706			694			480			648	
Travel Time (s)		16.0			15.8			10.9			14.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

22: Randolph St & Regent St



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations		↑↑		↑↑		↑↑	
Traffic Volume (vph)	4	457	16	376	3	27	36
Future Volume (vph)	4	457	16	376	3	27	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)		0%		0%		0%	
Storage Length (ft)	0		0		0	0	0
Storage Lanes	0		0		0	1	0
Taper Length (ft)	25		25			25	
Link Speed (mph)		30		30		30	
Link Distance (ft)		651		706		606	
Travel Time (s)		14.8		16.0		13.8	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)		0%		0%		0%	
Shared Lane Traffic (%)							

Intersection Summary

Area Type: Other

Lanes and Geometrics

23: Alameda St (East) & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	426	36	15	334	1	22	1	48	10	0	10
Future Volume (vph)	8	426	36	15	334	1	22	1	48	10	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		134			651			540			501	
Travel Time (s)		3.0			14.8			12.3			11.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

24: Alameda St (West) & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	388	30	56	327	44	15	501	58	32	678	15
Future Volume (vph)	16	388	30	56	327	44	15	501	58	32	678	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	100		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		525			134			694			930	
Travel Time (s)		11.9			3.0			15.8			21.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

25: Wilmington Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	261	17	82	248	6	26	33	68	62	106	14
Future Volume (vph)	17	261	17	82	248	6	26	33	68	62	106	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		528			525			596			554	
Travel Time (s)		12.0			11.9			13.5			12.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

SimTraffic Performance Report

1: California Ave/California Ave (East) & Florence Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.1	0.3	0.0	0.4
Denied Del/Veh (s)	0.0	0.3	2.7	0.0	0.4
Total Delay (hr)	5.9	10.2	2.4	2.6	21.0
Total Del/Veh (s)	14.5	38.3	23.6	29.0	28.9

2: California Ave (West) & Florence Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.1
Total Delay (hr)	12.1	11.9	5.2	3.6	32.9
Total Del/Veh (s)	33.1	39.6	39.2	34.3	38.0

3: Salt Lake Ave (West) & Bell Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	2.2	1.7	3.4	5.6	12.9
Total Del/Veh (s)	33.4	31.4	41.9	56.2	47.4

4: Bell Ave & Bissell St Performance by approach

Approach	WB	NB	SB	NE	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.1	0.3	0.2
Total Delay (hr)	0.3	0.1	0.1	0.3	0.9
Total Del/Veh (s)	10.7	10.0	10.4	8.6	9.0

5: California Ave & Bell Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.0	0.1	0.1
Total Delay (hr)	0.6	0.4	0.4	0.9	2.2
Total Del/Veh (s)	13.5	13.0	13.2	15.9	14.2

6: Salt Lake Ave (West) & Gage Ave Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	3.8	0.0	0.0	3.8
Denied Del/Veh (s)	11.2	0.0	0.0	5.4
Total Delay (hr)	7.5	4.5	1.8	13.8
Total Del/Veh (s)	38.4	16.4	19.4	27.5

SimTraffic Performance Report

7: California Ave/Maywood Ave & Gage Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	4.0	0.1	0.0	0.0	4.1
Denied Del/Veh (s)	12.4	0.2	0.0	0.0	5.3
Total Delay (hr)	6.7	2.9	0.4	1.5	11.5
Total Del/Veh (s)	21.4	20.5	7.2	11.2	18.9

8: Maywood Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	0.0	0.1	0.0	0.6	0.2
Total Delay (hr)	1.5	0.9	0.8	1.2	4.4
Total Del/Veh (s)	10.1	15.4	8.8	10.0	13.1

9: Bissell Pl & Randolph St Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.5	0.0	0.1	0.3
Total Delay (hr)	0.1	0.1	0.5	0.7
Total Del/Veh (s)	0.5	1.3	13.7	10.9

10: State St & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.1	0.2
Denied Del/Veh (s)	0.1	0.2	0.3	0.4	0.3
Total Delay (hr)	2.3	1.5	1.9	4.1	9.9
Total Del/Veh (s)	16.7	14.7	11.8	12.6	13.1

11: Arbutus Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.2	0.1	0.1
Total Delay (hr)	1.6	1.1	0.1	0.9	3.7
Total Del/Veh (s)	13.9	12.4	4.2	10.8	10.3

12: Miles Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.1	0.2
Denied Del/Veh (s)	0.0	0.0	0.5	0.4	0.2
Total Delay (hr)	5.6	4.2	2.4	6.5	18.7
Total Del/Veh (s)	35.7	32.2	20.3	23.1	28.1

SimTraffic Performance Report

13: Seville Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	0.0	0.2	0.4	0.1
Total Delay (hr)	4.4	3.9	0.9	2.3	11.6
Total Del/Veh (s)	29.3	33.4	16.6	20.8	29.7

14: Rita Ave & Randolph St Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.2	0.2
Denied Del/Veh (s)	0.0	0.0	2.8	0.6
Total Delay (hr)	0.6	0.8	2.9	4.3
Total Del/Veh (s)	3.7	5.8	47.7	16.7

15: Pacific Blvd & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	4.9	4.2	3.3	4.8	17.2
Total Del/Veh (s)	37.8	40.2	20.4	21.6	37.1

16: Pacific Blvd & Claredon Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.2	0.2	0.3	0.0	0.2
Total Delay (hr)	1.0	0.6	0.8	1.3	3.7
Total Del/Veh (s)	19.5	15.0	5.1	6.5	7.4

17: Pacific Blvd & Belgrave Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.2
Denied Del/Veh (s)	0.2	0.2	0.0	0.6	0.3
Total Delay (hr)	1.0	0.8	1.5	2.0	5.3
Total Del/Veh (s)	15.4	15.2	8.6	7.8	8.2

18: Rugby Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Delay (hr)	0.3	0.2	0.4	0.1	1.0
Total Del/Veh (s)	2.3	1.8	14.2	13.3	10.3

SimTraffic Performance Report

19: Malabar St & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.2	0.3	0.1
Total Delay (hr)	2.7	2.0	0.4	1.6	6.7
Total Del/Veh (s)	20.4	19.2	12.3	18.3	20.0

20: Santa Fe Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	0.0	0.2	0.2	0.2	0.2
Total Delay (hr)	4.1	3.1	2.7	5.2	15.1
Total Del/Veh (s)	30.6	26.1	13.5	17.9	19.1

21: Albany St & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Delay (hr)	0.2	0.3	0.9	0.8	2.2
Total Del/Veh (s)	1.4	2.8	23.7	19.9	12.7

22: Randolph St & Regent St Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.3	0.1	0.7	1.1
Total Del/Veh (s)	2.6	0.8	12.7	8.0

23: Alameda St & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0	0.0
Total Delay (hr)	2.0	2.0	2.9	3.4	10.3
Total Del/Veh (s)	23.0	22.1	23.4	33.4	24.2

24: Wilmington Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.2	0.2	0.1
Total Delay (hr)	0.7	1.3	0.2	0.4	2.6
Total Del/Veh (s)	8.2	12.8	5.1	7.8	11.5

SimTraffic Performance Report

19: Malabar St & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.2	0.3	0.1
Total Delay (hr)	2.7	2.0	0.4	1.6	6.7
Total Del/Veh (s)	20.4	19.2	12.3	18.3	20.0

20: Santa Fe Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	0.0	0.2	0.2	0.2	0.2
Total Delay (hr)	4.1	3.1	2.7	5.2	15.1
Total Del/Veh (s)	30.6	26.1	13.5	17.9	19.1

21: Albany St & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Delay (hr)	0.2	0.3	0.9	0.8	2.2
Total Del/Veh (s)	1.4	2.8	23.7	19.9	12.7

22: Randolph St & Regent St Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.3	0.1	0.7	1.1
Total Del/Veh (s)	2.6	0.8	12.7	8.0

23: Alameda St (East) & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Delay (hr)	0.6	2.8	0.2	0.2	3.0
Total Del/Veh (s)	4.0	20.2	6.7	9.6	11.2

24: Alameda St (West) & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0	0.0
Total Delay (hr)	2.0	2.0	2.9	3.4	10.3
Total Del/Veh (s)	23.0	22.1	23.4	33.4	24.2

SimTraffic Performance Report

25: Wilmington Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.2	0.2	0.1
Total Delay (hr)	0.7	1.3	0.2	0.4	2.6
Total Del/Veh (s)	8.2	12.8	5.1	7.8	11.5

Lanes and Geometrics

1: Otis Ave & Salt Lake Ave (West)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	211	56	106	6	113	4	39	292	5	7	381	121
Future Volume (vph)	211	56	106	6	113	4	39	292	5	7	381	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		654			866			476			134	
Travel Time (s)		14.9			19.7			10.8			3.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

2: Salt Lake Ave (East) & Otis Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	195	103	31	130	43	26	371	103	50	371	0
Future Volume (vph)	10	195	103	31	130	43	26	371	103	50	371	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	60		0	75		0	0		0	45		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		731			1125			134			170	
Travel Time (s)		16.6			25.6			3.0			3.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

3: Otis Ave & Elizabeth St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	38	0	79	52	57	0	332	79	60	343	3
Future Volume (vph)	5	38	0	79	52	57	0	332	79	60	343	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	50		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		126			897			170			520	
Travel Time (s)		2.9			20.4			3.9			11.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

4: Salt Lake Ave (West) & Santa Ana St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	509	2	1	469	123	5	0	13	54	0	4
Future Volume (vph)	4	509	2	1	469	123	5	0	13	54	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		549			221			276			866	
Travel Time (s)		12.5			5.0			6.3			19.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

5: Salt Lake Ave (East) & Santa Ana St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	365	217	4	372	43	211	140	21	52	286	6
Future Volume (vph)	4	365	217	4	372	43	211	140	21	52	286	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		70	0		90	75		0	60		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		221			1950			2304			1125	
Travel Time (s)		5.0			44.3			52.4			25.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

6: Salt Lake Ave (East) & Ardine St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	29	95	8	79	40	37	291	2	8	473	11
Future Volume (vph)	29	29	95	8	79	40	37	291	2	8	473	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	60		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1105			512			1099			2304	
Travel Time (s)		25.1			11.6			25.0			52.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

7: Atlantic Ave & Salt Lake Ave (East)/Patata St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	12	503	158	7	12	327	807	172	7	992	4
Future Volume (vph)	1	12	503	158	7	12	327	807	172	7	992	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		70	0		80	0		0	115		0
Storage Lanes	0		1	1		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1099			1232			386			825	
Travel Time (s)		25.0			28.0			8.8			18.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

8: Atlantic Ave & Azalea West

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	223	127	68	1104	1306	322
Future Volume (vph)	223	127	68	1104	1306	322
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	120	0	125			150
Storage Lanes	1	1	2			1
Taper Length (ft)	25		25			
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	30	
Link Distance (ft)	524			642	317	
Travel Time (s)	11.9			14.6	7.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

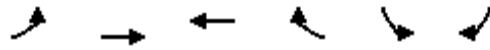
Lanes and Geometrics

9: Atlantic Ave & Firestone Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  			  		 	 	
Traffic Volume (vph)	137	1214	111	73	1178	229	165	507	83	655	583	147
Future Volume (vph)	137	1214	111	73	1178	229	165	507	83	655	583	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	315		0	210		0	200		0	0		200
Storage Lanes	2		0	1		0	1		0	2		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1083			1044			929			642	
Travel Time (s)		24.6			23.7			21.1			14.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

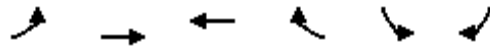
10: Firestone Blvd & Mason St



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑		↱	↱
Traffic Volume (vph)	0	1530	1392	275	29	24
Future Volume (vph)	0	1530	1392	275	29	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	50
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		30	30		30	
Link Distance (ft)		1044	195		282	
Travel Time (s)		23.7	4.4		6.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

11: Firestone Blvd & Firestone Pl



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑		↑	↑
Traffic Volume (vph)	0	1551	1632	16	2	58
Future Volume (vph)	0	1551	1632	16	2	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	90			0	0	0
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		30	30		30	
Link Distance (ft)		195	1120		509	
Travel Time (s)		4.4	25.5		11.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

12: Rayo Ave & Firestone Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 	  				  		 	
Traffic Volume (vph)	16	1516	17	297	1563	56	14	26	844	101	21	3
Future Volume (vph)	16	1516	17	297	1563	56	14	26	844	101	21	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	135		0	270		0	0		150	0		0
Storage Lanes	1		0	2		0	0		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1120			1181			882			403	
Travel Time (s)		25.5			26.8			20.0			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										40%		
Intersection Summary												
Area Type:	Other											

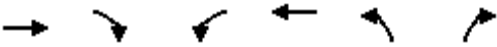
Lanes and Geometrics

13: Salt Lake Ave & Southern Ave

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	14	13	2	24	17	1
Future Volume (vph)	14	13	2	24	17	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	815			567	783	
Travel Time (s)	18.5			12.9	17.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

14: Center St & Gardendale St

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	585	9	49	462	11	39
Future Volume (vph)	585	9	49	462	11	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	60		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	584			275	1918	
Travel Time (s)	13.3			6.3	43.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics
15: Dakota Ave & Gardendale St

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	602	2	1	452	0	2
Future Volume (vph)	602	2	1	452	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	60		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	275			388	1783	
Travel Time (s)	6.3			8.8	40.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

16: Industrial Ave & Gardendale St

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	578	36	10	493	20	11
Future Volume (vph)	578	36	10	493	20	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	60		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	388			1080	1573	
Travel Time (s)	8.8			24.5	35.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

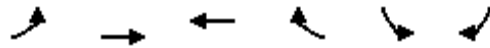
17: Center St & Main St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	165	9	39	133	24	6	5	50	30	7	13
Future Volume (vph)	8	165	9	39	133	24	6	5	50	30	7	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		688			204			1470			1918	
Travel Time (s)		15.6			4.6			33.4			43.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics 18: Main St & Dakota Ave



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	244	200	0	1	2
Future Volume (vph)	2	244	200	0	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Link Speed (mph)		30	30		30	
Link Distance (ft)		204	269		1783	
Travel Time (s)		4.6	6.1		40.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

19: Industrial Ave & Main St & Arizona Ave

												
Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2
Lane Configurations												
Traffic Volume (vph)	12	27	190	37	21	217	5	3	19	3	10	39
Future Volume (vph)	12	27	190	37	21	217	5	3	19	3	10	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%			0%				0%		
Storage Length (ft)		0		0	0		0		0		25	
Storage Lanes		0		0	0		0		0		1	
Taper Length (ft)		25			25				25			
Link Speed (mph)			30			30				30		
Link Distance (ft)			269			708				502		
Travel Time (s)			6.1			16.1				11.4		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%			0%				0%		
Shared Lane Traffic (%)											90%	

Intersection Summary

Area Type: Other

Lanes and Geometrics

19: Industrial Ave & Main St & Arizona Ave

								
Lane Group	SBL2	SBL	SBT	SBR	SWL2	SWL	SWR	SWR2
Lane Configurations								
Traffic Volume (vph)	1	5	5	10	1	5	15	2
Future Volume (vph)	1	5	5	10	1	5	15	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12
Grade (%)			0%			0%		
Storage Length (ft)		0		0		0	0	
Storage Lanes		0		0		1	0	
Taper Length (ft)		25				25		
Link Speed (mph)			30			30		
Link Distance (ft)			1573			568		
Travel Time (s)			35.8			12.9		
Confl. Peds. (#/hr)								
Confl. Bikes (#/hr)								
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0
Parking (#/hr)								
Mid-Block Traffic (%)			0%			0%		
Shared Lane Traffic (%)								
Intersection Summary								

Lanes and Geometrics

20: Century Blvd & Center St

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	10	86	0	0	44	2	1	13	0	0
Future Volume (vph)	10	86	0	0	44	2	1	13	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%		0%		0%	
Storage Length (ft)	50		0	50		0	0	0	0	0
Storage Lanes	1		0	1		0	1	0	0	0
Taper Length (ft)	25			25			25		25	
Link Speed (mph)		30			30		30		30	
Link Distance (ft)		1029			407		1470		74	
Travel Time (s)		23.4			9.3		33.4		1.7	
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)										
Mid-Block Traffic (%)		0%			0%		0%		0%	
Shared Lane Traffic (%)										
Intersection Summary										
Area Type:	Other									

Lanes and Geometrics

21: Century Blvd & Florence Ave



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	62	51	17	0	10
Future Volume (vph)	0	62	51	17	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	50			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Link Speed (mph)		30	30		30	
Link Distance (ft)		238	1029		770	
Travel Time (s)		5.4	23.4		17.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

22: Industrial Ave & Lincoln Ave

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	5	54	18	7	25
Future Volume (vph)	7	5	54	18	7	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Link Speed (mph)	30		30			30
Link Distance (ft)	616		496			669
Travel Time (s)	14.0		11.3			15.2
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

22: Paramount Blvd & Rosecrans Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	231	972	189	140	633	163	121	693	199	153	588	199
Future Volume (vph)	231	972	189	140	633	163	121	693	199	153	588	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	215		0	195		50	220		0	200		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		749			3570			2210			2670	
Travel Time (s)		12.8			60.9			37.7			45.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

23: Bianchi Wy & Rosecrans Ave

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑	↑↑	↑	↑
Traffic Volume (vph)	1378	39	10	842	23	13
Future Volume (vph)	1378	39	10	842	23	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		120	75		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			40	30	
Link Distance (ft)	3449			749	601	
Travel Time (s)	58.8			12.8	13.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

24: Hayter Ave & Somerset Blvd

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↖	
Traffic Volume (vph)	919	53	18	601	26	8
Future Volume (vph)	919	53	18	601	26	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	80		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	40			40	30	
Link Distance (ft)	665			1197	510	
Travel Time (s)	11.3			20.4	11.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

25: Lakewood Blvd & Somerset Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	168	624	121	90	357	141	103	824	179	130	867	161
Future Volume (vph)	168	624	121	90	357	141	103	824	179	130	867	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	160		0	90		0	180		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1197			1592			723			1175	
Travel Time (s)		20.4			27.1			12.3			20.0	
Confl. Peds. (#/hr)										168		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

26: Lakewood Blvd & Paseo St

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	19	33	1052	1186	27
Future Volume (vph)	10	19	33	1052	1186	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	90			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			40	40	
Link Distance (ft)	421			355	723	
Travel Time (s)	9.6			6.1	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

27: Clark Ave & Flora Vista St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	1	11	13	4	67	27	583	26	17	797	3
Future Volume (vph)	2	1	11	13	4	67	27	583	26	17	797	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			40			30	
Link Distance (ft)		604			103			439			1097	
Travel Time (s)		13.7			2.3			7.5			24.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
28: Clark Ave & Alondra Blvd

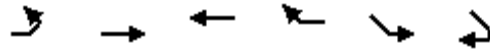
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	132	734	122	103	665	56	105	567	103	83	619	145
Future Volume (vph)	132	734	122	103	665	56	105	567	103	83	619	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	150		0	55		0	60		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			35			40	
Link Distance (ft)		1692			380			1495			439	
Travel Time (s)		28.8			6.5			29.1			7.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

29: Pacific Ave & Alondra Blvd

						
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	 			 	 	
Traffic Volume (vph)	1000	78	41	676	64	29
Future Volume (vph)	1000	78	41	676	64	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			40	30	
Link Distance (ft)	380			234	930	
Travel Time (s)	6.5			4.0	21.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
30: Alondra Blvd & Flora Vista St



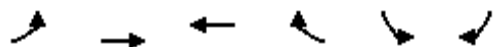
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Volume (vph)	0	955	785	74	18	3
Future Volume (vph)	0	955	785	74	18	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Link Speed (mph)		40	40		30	
Link Distance (ft)		234	515		671	
Travel Time (s)		4.0	8.8		15.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

31: Alondra Blvd & Stevens Ave



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	26	961	818	31	26	25
Future Volume (vph)	26	961	818	31	26	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	30			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Link Speed (mph)		40	40		30	
Link Distance (ft)		515	540		300	
Travel Time (s)		8.8	9.2		6.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

32: Bellflower Blvd & Flora Vista St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	0	14	71	0	82	3	691	91	75	603	7
Future Volume (vph)	6	0	14	71	0	82	3	691	91	75	603	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			25			25			25	
Link Distance (ft)		160			916			406			635	
Travel Time (s)		3.6			25.0			11.1			17.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

33: Bellflower Blvd & Manye St & Pacific Ave

											
Lane Group	EBL2	EBL	EBR	NBL2	NBL	NBT	SBT	SBR	SBR2	SEL	SER
Lane Configurations											
Traffic Volume (vph)	1	19	20	6	38	760	498	70	47	0	0
Future Volume (vph)	1	19	20	6	38	760	498	70	47	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%				0%	0%			0%	
Storage Length (ft)		0	0		0			0		0	0
Storage Lanes		1	0		1			1		0	0
Taper Length (ft)		25			25					25	
Link Speed (mph)		30				25	25			30	
Link Distance (ft)		392				311	406			318	
Travel Time (s)		8.9				8.5	11.1			7.2	
Confl. Peds. (#/hr)											
Confl. Bikes (#/hr)											
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)											
Mid-Block Traffic (%)		0%				0%	0%			0%	
Shared Lane Traffic (%)											

Intersection Summary

Area Type: Other

Lanes and Geometrics

34: Bellflower Blvd & Oak St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	16	41	13	8	37	34	689	15	36	559	48
Future Volume (vph)	75	16	41	13	8	37	34	689	15	36	559	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		683			448			404			311	
Travel Time (s)		18.6			12.2			11.0			8.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

35: Dumont Ave & Artesia Blvd

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1284	78	54	1107	70	94
Future Volume (vph)	1284	78	54	1107	70	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	75		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			40	30	
Link Distance (ft)	1370			1082	456	
Travel Time (s)	23.4			18.4	10.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
36: Studebaker Rd & Artesia Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	561	733	142	134	622	143	217	897	174	161	675	380
Future Volume (vph)	561	733	142	134	622	143	217	897	174	161	675	380
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	0		0	200		125	200		0
Storage Lanes	2		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1082			2423			518			1346	
Travel Time (s)		18.4			41.3			8.8			22.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)			7			3			5			2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

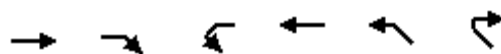
Lanes and Geometrics

37: Studebaker Rd & Business Cir

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	16	764	10	7	697
Future Volume (vph)	7	16	764	10	7	697
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	30		40			40
Link Distance (ft)	436		1850			518
Travel Time (s)	9.9		31.5			8.8
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

38: Jersey Ave & 186th St



Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	10	16	51	28	22	21
Future Volume (vph)	10	16	51	28	22	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	164			1304	212	
Travel Time (s)	3.7			29.6	4.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics
39: Alburtis Ave & 187th St

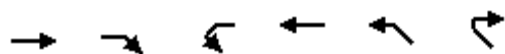
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	90	24	20	61	0	0	0	0	0	0	1
Future Volume (vph)	1	90	24	20	61	0	0	0	0	0	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			30			30			30	
Link Distance (ft)		171			169			306			97	
Travel Time (s)		4.7			3.8			7.0			2.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

40: Corby Ave (West) & 187th St



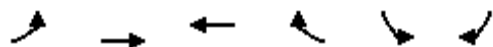
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	84	6	20	64	27	30
Future Volume (vph)	84	6	20	64	27	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	25			30	30	
Link Distance (ft)	169			210	283	
Travel Time (s)	4.6			4.8	6.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

41: 187th St & Corby Ave (East)



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	27	87	64	17	19	20
Future Volume (vph)	27	87	64	17	19	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Link Speed (mph)		30	30		30	
Link Distance (ft)		210	365		326	
Travel Time (s)		4.8	8.3		7.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

42: Pioneer Blvd & 186th St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	20	14	8	29	19	16	264	10	23	329	20
Future Volume (vph)	26	20	14	8	29	19	16	264	10	23	329	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1304			492			546			222	
Travel Time (s)		29.6			11.2			12.4			5.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

43: Pioneer Blvd & 187th St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	54	51	14	23	14	39	252	46	8	342	10
Future Volume (vph)	21	54	51	14	23	14	39	252	46	8	342	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		125	0		0	70		0	0		0
Storage Lanes	0		1	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			25			30			30	
Link Distance (ft)		365			713			534			546	
Travel Time (s)		8.3			19.4			12.1			12.4	
Confl. Peds. (#/hr)	18		7	7		18	8		22	22		8
Confl. Bikes (#/hr)						3			2			4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

44: Pioneer Blvd & 188th St

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	14	20	25	363	391	14
Future Volume (vph)	14	20	25	363	391	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	45			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Link Speed (mph)	30			30	30	
Link Distance (ft)	495			541	534	
Travel Time (s)	11.3			12.3	12.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

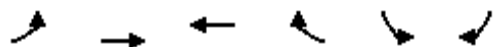
Lanes and Geometrics

45: Pioneer Blvd & South St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	97	831	137	167	772	73	150	226	158	88	267	106
Future Volume (vph)	97	831	137	167	772	73	150	226	158	88	267	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	90		0	150		0	200		0	130		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		540			1056			989			541	
Travel Time (s)		12.3			24.0			22.5			12.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

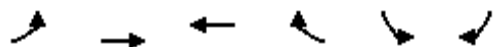
46: South St & Clarkdale Ave



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	76	1043	1020	68	50	45
Future Volume (vph)	76	1043	1020	68	50	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	100			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		30	30		30	
Link Distance (ft)		1056	590		578	
Travel Time (s)		24.0	13.4		13.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

47: South St & Elaine Ave



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	70	1016	1007	39	27	88
Future Volume (vph)	70	1016	1007	39	27	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	90			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		30	30		30	
Link Distance (ft)		590	643		698	
Travel Time (s)		13.4	14.6		15.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
48: Norwalk Blvd & South St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	166	763	111	106	710	103	129	446	57	76	352	123
Future Volume (vph)	166	763	111	106	710	103	129	446	57	76	352	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	145		0	265		0	75		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1309			2630			773			951	
Travel Time (s)		29.8			59.8			17.6			21.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics
49: Bloomfield Ave & South St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	624	94	208	658	73	107	513	167	89	577	129
Future Volume (vph)	123	624	94	208	658	73	107	513	167	89	577	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	195		0	150		0	200		0	195		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2630			1371			928			870	
Travel Time (s)		59.8			31.2			21.1			19.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics
50: Alburto Ave & South St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	1099	82	75	950	35	70	9	34	8	8	12
Future Volume (vph)	60	1099	82	75	950	35	70	9	34	8	8	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	55		0	85		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		562			748			265			376	
Travel Time (s)		12.8			17.0			6.0			8.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

51: Pioneer Blvd & 195th St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	351	112	90	413	106	101	376	102	117	403	87
Future Volume (vph)	51	351	112	90	413	106	101	376	102	117	403	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	125		0	180		0	150		0	145		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		992			1031			1683			1880	
Travel Time (s)		22.5			23.4			38.3			42.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

52: Pioneer Blvd & Los Coyotes Blvd/Eberle St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	32	17	44	34	19	11	419	26	34	460	91
Future Volume (vph)	105	32	17	44	34	19	11	419	26	34	460	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		50	0		0	85		0	85		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		621			532			965			1683	
Travel Time (s)		14.1			12.1			21.9			38.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

53: Pioneer Blvd & Del Amo Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	109	985	177	85	895	66	183	275	109	161	281	67
Future Volume (vph)	109	985	177	85	895	66	183	275	109	161	281	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	190		75	150		0	200		0	175		100
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1114			783			628			965	
Travel Time (s)		25.3			17.8			14.3			21.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

54: Pioneer Blvd & 183rd St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	191	443	50	60	465	113	52	328	39	151	331	181
Future Volume (vph)	191	443	50	60	465	113	52	328	39	151	331	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	90		0	160		120
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		643			732			444			964	
Travel Time (s)		14.6			16.6			10.1			21.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

SimTraffic Performance Report

1: Otis Ave & Salt Lake Ave (West) Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.1	0.0	0.2
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.1
Total Delay (hr)	5.0	0.3	6.2	0.7	44.1
Total Del/Veh (s)	77.8	8.1	53.4	6.7	44.7

2: Salt Lake Ave (East) & Otis Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.3
Total Delay (hr)	5.7	0.7	0.7	2.8	9.9
Total Del/Veh (s)	70.3	12.8	7.3	48.1	63.7

3: Otis Ave & Elizabeth St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.1	0.0	0.2	0.3
Denied Del/Veh (s)	0.2	0.3	0.0	0.2	0.2
Total Delay (hr)	0.1	6.1	0.2	5.7	12.1
Total Del/Veh (s)	9.6	50.5	2.3	49.0	46.7

4: Santa Ana St & Salt Lake Ave (West) Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.4	0.0	0.1	0.0	0.2
Total Delay (hr)	1.6	0.4	0.1	3.0	5.1
Total Del/Veh (s)	11.9	2.3	9.7	35.9	16.2

5: Salt Lake Ave (East) & Santa Ana St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.1	0.1	0.0	0.2
Total Delay (hr)	3.3	2.3	5.2	4.4	15.2
Total Del/Veh (s)	21.2	22.2	56.5	48.0	48.2

6: Salt Lake Ave (East) & Ardine St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.1
Total Delay (hr)	0.2	0.4	1.7	1.4	3.7
Total Del/Veh (s)	6.7	9.4	28.3	22.9	23.7

SimTraffic Performance Report

7: Atlantic Ave & Salt Lake Ave (East)/Patata St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.6	0.0	0.7	0.7
Total Delay (hr)	1.6	5.6	2.8	6.6	16.6
Total Del/Veh (s)	12.8	77.7	34.0	70.6	65.0

8: Atlantic Ave & Azalea West Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.7	0.1	0.0	0.1
Total Delay (hr)	0.3	0.2	0.5	1.0
Total Del/Veh (s)	14.2	6.7	5.9	8.3

9: Atlantic Ave & Firestone Blvd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.2	0.0	0.3
Denied Del/Veh (s)	0.3	0.0	0.8	0.0	0.2
Total Delay (hr)	6.3	7.0	7.3	15.2	57.8
Total Del/Veh (s)	37.3	45.7	35.6	40.6	45.9

10: Firestone Blvd & Mason St Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	5.7	5.1	0.1	10.9
Total Del/Veh (s)	10.8	10.4	6.6	7.5

11: Firestone Blvd & Firestone PI Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	3.0	1.6	0.2	4.8
Total Del/Veh (s)	7.2	13.8	9.3	7.6

12: Rayo Ave & Firestone Blvd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.3	0.1	0.0	0.4
Denied Del/Veh (s)	0.0	0.5	0.5	0.1	0.3
Total Delay (hr)	7.2	7.1	5.5	5.0	24.8
Total Del/Veh (s)	97.7	98.4	42.9	48.5	95.2

SimTraffic Performance Report

13: Salt Lake Ave & Southern Ave Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	1.0	0.0
Total Del/Veh (s)	0.0	0.0	8.8	1.9

14: Center St & Gardendale St Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.5	0.1	0.0	0.3
Total Delay (hr)	0.1	0.2	0.1	0.4
Total Del/Veh (s)	0.8	1.1	17.2	1.2

15: Dakota Ave & Gardendale St Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.0	0.1
Total Del/Veh (s)	0.4	0.5	12.8	0.4

16: Industrial Ave & Gardendale St Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.5	0.0	0.2
Total Delay (hr)	0.2	0.1	0.1	0.4
Total Del/Veh (s)	0.9	1.0	21.5	2.3

17: Center St & Main St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.1	0.0	0.1
Total Delay (hr)	0.0	0.0	0.1	0.1	0.2
Total Del/Veh (s)	0.5	0.9	11.4	12.7	1.8

18: Main St & Dakota Ave Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.3	0.3	10.2	0.3

SimTraffic Performance Report

19: Industrial Ave & Main St & Arizona Ave Performance by approach

Approach	EB	WB	NB	SB	SW	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.2	2.8	0.0	0.1	0.4
Total Delay (hr)	0.1	0.0	0.1	0.0	0.0	0.3
Total Del/Veh (s)	1.1	0.7	4.9	2.6	19.4	1.6

20: Century Blvd & Center St Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.3	0.0	9.4	0.6

21: Century Blvd & Florence Ave Performance by approach

Approach	EB	WB	SW	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.1	0.0	9.4	0.6

22: Industrial Ave & Lincoln Ave Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.2	0.1	0.5	0.7

SimTraffic Performance Report

22: Paramount Blvd & Rosecrans Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.1	0.3
Denied Del/Veh (s)	0.0	0.2	0.3	0.4	0.2
Total Delay (hr)	4.6	4.8	5.5	5.6	20.5
Total Del/Veh (s)	37.0	37.2	50.8	53.8	47.7

23: Bianchi Wy & Rosecrans Ave Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	0.0	0.1	0.1
Total Delay (hr)	6.0	3.5	0.1	9.6
Total Del/Veh (s)	14.8	13.4	7.7	12.9

24: Hayter Ave & Somerset Blvd Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.0	0.1	0.1
Total Delay (hr)	0.2	0.5	0.1	0.8
Total Del/Veh (s)	0.7	2.7	32.2	6.7

25: Lakewood Blvd & Somerset Blvd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.1	0.0	0.2	0.3
Denied Del/Veh (s)	0.0	0.5	0.0	0.5	0.3
Total Delay (hr)	5.9	4.3	10.6	8.4	29.1
Total Del/Veh (s)	22.7	26.5	34.6	25.7	30.1

26: Lakewood Blvd & Paseo St Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.1	0.3	0.0	0.2
Total Delay (hr)	0.1	0.4	1.4	1.9
Total Del/Veh (s)	15.9	1.3	4.2	2.6

27: Clark Ave & Flora Vista St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.2	0.1
Total Delay (hr)	0.1	0.2	0.7	0.4	1.4
Total Del/Veh (s)	18.0	17.4	3.2	1.7	2.8

SimTraffic Performance Report

28: Clark Ave & Alondra Blvd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.2	0.1	0.1	0.6
Denied Del/Veh (s)	0.5	1.1	0.5	0.4	0.6
Total Delay (hr)	11.4	9.4	10.1	11.9	42.8
Total Del/Veh (s)	67.8	40.6	47.1	50.1	48.2

29: Pacific Ave & Alondra Blvd Performance by approach

Approach	EB	WB	NW	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.3	0.0	0.1	0.2
Total Delay (hr)	5.6	2.1	0.2	7.9
Total Del/Veh (s)	18.1	9.5	8.5	12.1

30: Alondra Blvd & Flora Vista St Performance by approach

Approach	EB	WB	SE	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.8	0.7	0.2	1.7
Total Del/Veh (s)	2.7	3.1	32.1	3.3

31: Alondra Blvd & Stevens Ave Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.1	0.1
Total Delay (hr)	0.4	0.1	0.2	0.8
Total Del/Veh (s)	1.5	0.5	30.3	1.4

32: Bellflower Blvd & Flora Vista St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	0.1	0.2	0.0	0.7	0.3
Total Delay (hr)	0.0	0.3	2.7	3.1	6.1
Total Del/Veh (s)	7.4	7.1	12.1	18.5	14.2

33: Bellflower Blvd & Manye St & Pacific Ave Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.3	0.5	0.3	1.1
Total Del/Veh (s)	10.1	2.2	1.8	2.6

SimTraffic Performance Report

34: Bellflower Blvd & Oak St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.1	0.2
Denied Del/Veh (s)	0.2	0.1	0.5	0.4	0.4
Total Delay (hr)	1.0	0.2	7.6	4.4	13.3
Total Del/Veh (s)	26.8	19.3	36.2	25.2	25.0

35: Dumont Ave & Artesia Blvd Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.4	0.0	0.2	0.2
Total Delay (hr)	3.9	2.5	1.1	7.6
Total Del/Veh (s)	10.0	7.4	22.5	9.4

36: Studebaker Rd & Artesia Blvd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.3	0.0	1.2	0.2	1.8
Denied Del/Veh (s)	0.8	0.1	3.5	0.6	1.3
Total Delay (hr)	9.0	4.1	4.4	8.9	80.3
Total Del/Veh (s)	75.8	43.7	43.8	63.9	60.8

37: Studebaker Rd & Business Cir Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.1
Total Delay (hr)	0.0	0.3	0.8	1.1
Total Del/Veh (s)	16.2	1.4	2.9	4.3

38: Jersey Ave & 186th St Performance by approach

Approach	EB	WB	NW	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.4	12.2	13.4	9.2

39: Alburtis Ave & 187th St Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.2	0.7	8.6	0.5

SimTraffic Performance Report

40: Corby Ave (West) & 187th St Performance by approach

Approach	EB	WB	NW	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.1	0.7	9.5	1.4

41: 187th St & Corby Ave (East) Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.7	1.3	9.4	1.4

42: Pioneer Blvd & 186th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.0	0.3	0.2
Total Delay (hr)	0.3	0.3	0.2	0.2	1.0
Total Del/Veh (s)	20.4	16.5	3.1	1.6	4.5

43: Pioneer Blvd & 187th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0
Total Delay (hr)	0.4	0.3	0.5	0.5	1.6
Total Del/Veh (s)	12.1	15.4	5.2	4.4	5.1

44: Pioneer Blvd & 188th St Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.1	0.2	0.1	0.4
Total Del/Veh (s)	12.6	2.2	1.2	9.6

45: Pioneer Blvd & South St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.2	0.0	0.3
Denied Del/Veh (s)	0.5	0.0	1.1	0.2	0.4
Total Delay (hr)	11.6	7.9	4.6	3.2	27.4
Total Del/Veh (s)	49.7	26.6	40.5	23.6	40.7

SimTraffic Performance Report

46: South St & Clarkdale Ave Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	4.0	4.3	0.6	8.9
Total Del/Veh (s)	10.1	10.6	24.2	11.5

47: South St & Elaine Ave Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.2	0.1	0.1
Total Delay (hr)	3.5	3.1	0.2	6.9
Total Del/Veh (s)	12.9	10.3	7.7	11.5

48: Norwalk Blvd & South St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.1	0.2
Denied Del/Veh (s)	0.0	0.0	0.8	0.6	0.3
Total Delay (hr)	10.2	9.3	4.3	3.2	27.0
Total Del/Veh (s)	35.0	36.5	24.1	21.0	30.8

49: Bloomfield Ave & South St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.2	0.1	0.1	0.4
Denied Del/Veh (s)	0.0	0.6	0.6	0.5	0.4
Total Delay (hr)	8.5	7.2	5.0	5.3	25.9
Total Del/Veh (s)	33.6	27.3	22.5	23.5	27.0

50: Alburtis Ave & South St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.2
Denied Del/Veh (s)	0.4	0.0	0.1	0.1	0.2
Total Delay (hr)	3.2	3.2	0.7	0.1	7.3
Total Del/Veh (s)	9.3	11.0	20.8	19.4	10.7

51: Pioneer Blvd & 195th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.1	0.0	0.0	0.2
Denied Del/Veh (s)	0.4	0.5	0.0	0.0	0.3
Total Delay (hr)	2.5	2.8	2.4	2.5	10.2
Total Del/Veh (s)	17.6	16.3	14.8	14.4	15.7

SimTraffic Performance Report

52: Pioneer Blvd & Los Coyotes Blvd/Eberle St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.8	0.2	0.0	0.0	0.1
Total Delay (hr)	0.9	0.5	0.8	1.1	3.3
Total Del/Veh (s)	19.1	17.6	6.2	6.6	8.9

53: Pioneer Blvd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.3	0.1	0.2	0.0	0.6
Denied Del/Veh (s)	0.7	0.4	1.2	0.0	0.6
Total Delay (hr)	12.0	9.9	4.5	4.4	30.7
Total Del/Veh (s)	33.2	33.7	27.8	29.0	31.8

54: Pioneer Blvd & 183rd St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.4	0.1	0.0	0.3	0.8
Denied Del/Veh (s)	2.1	0.4	0.1	1.8	1.2
Total Delay (hr)	19.7	5.8	2.5	3.2	31.1
Total Del/Veh (s)	100.7	31.5	20.6	17.2	45.4

NO BUILD (2042)

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No Build (2042)						
No	Intersection Name	Jurisdiction	Control Type	Synchro/SimTraffic Intersection Number	No Build (2042): Synchro/SimTraffic Report Name	
					AM	PM
87	Bellflower Blvd/Mayne St	Bellflower	Traffic Signal	33	WSAB No Build (2042) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB No Build (2042) PM (Florence Avenue to Pioneer Boulevard Portion)
88	Bellflower Blvd/Oak St	Bellflower	Traffic Signal	34	WSAB No Build (2042) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB No Build (2042) PM (Florence Avenue to Pioneer Boulevard Portion)
89	Artesia Blvd/Dumont Ave	Cerritos	Traffic Signal	35	WSAB No Build (2042) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB No Build (2042) PM (Florence Avenue to Pioneer Boulevard Portion)
90	Artesia Blvd/Studebaker Rd	Cerritos	Traffic Signal	36	WSAB No Build (2042) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB No Build (2042) PM (Florence Avenue to Pioneer Boulevard Portion)
91	Business Cir/Studebaker Rd	Cerritos	Two-Way Stop	37	WSAB No Build (2042) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB No Build (2042) PM (Florence Avenue to Pioneer Boulevard Portion)
92	186th St/Jersey Ave	Artesia	All-Way Stop	38	WSAB No Build (2042) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB No Build (2042) PM (Florence Avenue to Pioneer Boulevard Portion)
93	187th St/Alburtis Ave	Artesia	Two-Way Stop	39	WSAB No Build (2042) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB No Build (2042) PM (Florence Avenue to Pioneer Boulevard Portion)
94	187th St/Corby Ave (West)	Artesia	Two-Way Stop	40	WSAB No Build (2042) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB No Build (2042) PM (Florence Avenue to Pioneer Boulevard Portion)
95	187th St/Corby Ave (East)	Artesia	Two-Way Stop	41	WSAB No Build (2042) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB No Build (2042) PM (Florence Avenue to Pioneer Boulevard Portion)
96	186th St/Pioneer Blvd	Artesia	Traffic Signal	42	WSAB No Build (2042) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB No Build (2042) PM (Florence Avenue to Pioneer Boulevard Portion)
97	187th St/Pioneer Blvd	Artesia	Traffic Signal	43	WSAB No Build (2042) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB No Build (2042) PM (Florence Avenue to Pioneer Boulevard Portion)
98	188th St/Pioneer Blvd	Artesia	Two-Way Stop	44	WSAB No Build (2042) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB No Build (2042) PM (Florence Avenue to Pioneer Boulevard Portion)
99	South St/Pioneer Blvd	Cerritos	Traffic Signal	45	WSAB No Build (2042) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB No Build (2042) PM (Florence Avenue to Pioneer Boulevard Portion)
100	South St/Clarkdale Ave	Artesia	Traffic Signal	46	WSAB No Build (2042) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB No Build (2042) PM (Florence Avenue to Pioneer Boulevard Portion)
101	South St/Elaine Ave	Artesia	Traffic Signal	47	WSAB No Build (2042) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB No Build (2042) PM (Florence Avenue to Pioneer Boulevard Portion)
102	South St/Norwalk Blvd	Cerritos	Traffic Signal	48	WSAB No Build (2042) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB No Build (2042) PM (Florence Avenue to Pioneer Boulevard Portion)
103	South St/Bloomfield Ave	Artesia	Traffic Signal	49	WSAB No Build (2042) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB No Build (2042) PM (Florence Avenue to Pioneer Boulevard Portion)
104	South St/Alburtis Ave	Cerritos	Traffic Signal	50	WSAB No Build (2042) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB No Build (2042) PM (Florence Avenue to Pioneer Boulevard Portion)
105	195th St/Pioneer Blvd	Cerritos	Traffic Signal	51	WSAB No Build (2042) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB No Build (2042) PM (Florence Avenue to Pioneer Boulevard Portion)
106	Los Coyotes Blvd/Pioneer Blvd	Cerritos	Traffic Signal	52	WSAB No Build (2042) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB No Build (2042) PM (Florence Avenue to Pioneer Boulevard Portion)
107	Del Amo Blvd/Pioneer Blvd	Cerritos	Traffic Signal	53	WSAB No Build (2042) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB No Build (2042) PM (Florence Avenue to Pioneer Boulevard Portion)
108	183rd St/Pioneer Blvd	South Gate	Traffic Signal	54	WSAB No Build (2042) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB No Build (2042) PM (Florence Avenue to Pioneer Boulevard Portion)
109	Industrial Ave/Lincoln Ave	South Gate	Two-Way Stop	22	WSAB No Build (2042) AM (Florence Avenue to Pioneer Boulevard Portion)	WSAB No Build (2042) PM (Florence Avenue to Pioneer Boulevard Portion)

Lanes and Geometrics

1: California Ave (East) & Florence Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			 						 	
Traffic Volume (vph)	58	1173	225	0	1358	121	416	168	4	55	155	56
Future Volume (vph)	58	1173	225	0	1358	121	416	168	4	55	155	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	70		0	0		50	100		0	0		0
Storage Lanes	1		0	0		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		382			955			574			460	
Travel Time (s)		8.7			21.7			13.0			10.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

2: California Ave (West) & Florence Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Traffic Volume (vph)	32	1009	112	176	1497	174	178	527	350	117	301	64
Future Volume (vph)	32	1009	112	176	1497	174	178	527	350	117	301	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	90		0	150		0	125		0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		840			382			316			325	
Travel Time (s)		19.1			8.7			7.2			7.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

3: Salt Lake Ave (West) & Bell Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	110	95	81	122	78	89	545	121	17	321	42
Future Volume (vph)	52	110	95	81	122	78	89	545	121	17	321	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	50		50	0		50
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		589			493			1283			1354	
Travel Time (s)		13.4			11.2			29.2			30.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

4: Bell Ave & Bissell St

												
Lane Group	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER	NER2
Lane Configurations												
Traffic Volume (vph)	31	168	39	24	18	39	36	24	15	21	194	25
Future Volume (vph)	31	168	39	24	18	39	36	24	15	21	194	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%		0%		
Storage Length (ft)		0	0	0		0	0		0	0	0	
Storage Lanes		1	0	0		0	0		0	1	0	
Taper Length (ft)		25		25			25			25		
Link Speed (mph)		30			30			30		30		
Link Distance (ft)		589			505			682		552		
Travel Time (s)		13.4			11.5			15.5		12.5		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%		0%		
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

5: California Ave & Bell Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	122	32	72	202	97	41	299	91	85	122	38
Future Volume (vph)	83	122	32	72	202	97	41	299	91	85	122	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		493			693			545			420	
Travel Time (s)		11.2			15.8			12.4			9.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

6: Salt Lake Ave (West) & Gage Ave

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	683	144	223	842	475	185
Future Volume (vph)	683	144	223	842	475	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	130		120	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	30	
Link Distance (ft)	987			602	1354	
Travel Time (s)	22.4			13.7	30.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

7: California Ave/Maywood Ave & Gage Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	749	50	69	939	112	31	161	137	36	116	190
Future Volume (vph)	177	749	50	69	939	112	31	161	137	36	116	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	75		0	0		0	0		70	0		70
Storage Lanes	1		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		602			1441			938			675	
Travel Time (s)		13.7			32.8			21.3			15.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

8: Maywood Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	263	58	13	332	28	55	475	10	6	286	6
Future Volume (vph)	94	263	58	13	332	28	55	475	10	6	286	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	50		0	25		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		636			1014			520			542	
Travel Time (s)		14.5			23.0			11.8			12.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

9: Bissell PI & Randolph St

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	400	6	13	627	3	4
Future Volume (vph)	400	6	13	627	3	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	643			636	611	
Travel Time (s)	14.6			14.5	13.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
10: State St & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	302	63	41	460	196	141	1616	54	58	485	0
Future Volume (vph)	177	302	63	41	460	196	141	1616	54	58	485	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	125		0	133		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		676			839			1172			753	
Travel Time (s)		15.4			19.1			26.6			17.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

11: Arbutus Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	418	12	44	624	37	56	57	59	0	89	37
Future Volume (vph)	91	418	12	44	624	37	56	57	59	0	89	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		50	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1350			676			537			592	
Travel Time (s)		30.7			15.4			12.2			13.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

12: Miles Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	217	419	42	78	560	129	54	701	69	58	465	66
Future Volume (vph)	217	419	42	78	560	129	54	701	69	58	465	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1063			1350			613			853	
Travel Time (s)		24.2			30.7			13.9			19.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

13: Seville Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	494	23	103	668	58	30	386	48	30	138	41
Future Volume (vph)	71	494	23	103	668	58	30	386	48	30	138	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	50		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		389			1063			594			705	
Travel Time (s)		8.8			24.2			13.5			16.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

14: Rita Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	512	83	114	597	50	0	0	0	23	36	18
Future Volume (vph)	42	512	83	114	597	50	0	0	0	23	36	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		411			389			471			200	
Travel Time (s)		9.3			8.8			10.7			4.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

15: Pacific Blvd & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	488	63	46	455	97	58	933	30	70	414	36
Future Volume (vph)	64	488	63	46	455	97	58	933	30	70	414	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	60		0	40		0	55		0	50		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		405			411			721			629	
Travel Time (s)		9.2			9.3			16.4			14.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

16: Pacific Blvd & Claredon Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	176	65	42	134	76	42	1062	81	25	379	24
Future Volume (vph)	29	176	65	42	134	76	42	1062	81	25	379	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	70		0	70		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		622			685			437			721	
Travel Time (s)		14.1			15.6			9.9			16.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

17: Pacific Blvd & Belgrave Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	165	31	38	129	69	43	941	70	49	439	48
Future Volume (vph)	96	165	31	38	129	69	43	941	70	49	439	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	50		0	50		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		324			652			629			681	
Travel Time (s)		7.4			14.8			14.3			15.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

18: Rugby Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	59	494	0	0	505	25	49	163	111	13	0	28
Future Volume (vph)	59	494	0	0	505	25	49	163	111	13	0	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		393			405			494			552	
Travel Time (s)		8.9			9.2			11.2			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

19: Malabar St & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	516	25	39	489	28	13	279	32	16	147	49
Future Volume (vph)	123	516	25	39	489	28	13	279	32	16	147	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	50		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		764			393			572			502	
Travel Time (s)		17.4			8.9			13.0			11.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics
20: Santa Fe Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	428	31	122	446	29	30	1348	71	13	524	56
Future Volume (vph)	160	428	31	122	446	29	30	1348	71	13	524	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	70		0	70		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		694			764			610			605	
Travel Time (s)		15.8			17.4			13.9			13.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

21: Albany St & Randolph St

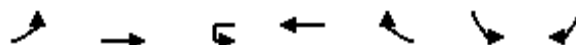
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	532	5	52	502	10	66	24	82	3	9	6
Future Volume (vph)	44	532	5	52	502	10	66	24	82	3	9	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		706			694			480			648	
Travel Time (s)		16.0			15.8			10.9			14.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

22: Randolph St & Regent St



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations		↔↔		↔↔		↔	
Traffic Volume (vph)	32	514	81	538	24	11	12
Future Volume (vph)	32	514	81	538	24	11	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)		0%		0%		0%	
Storage Length (ft)	0		0		0	0	0
Storage Lanes	0		0		0	1	0
Taper Length (ft)	25		25			25	
Link Speed (mph)		30		30		30	
Link Distance (ft)		664		706		606	
Travel Time (s)		15.1		16.0		13.8	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)		0%		0%		0%	
Shared Lane Traffic (%)							

Intersection Summary

Area Type: Other

Lanes and Geometrics

23: Alameda St (East) & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	499	18	15	524	6	13	3	24	2	2	11
Future Volume (vph)	31	499	18	15	524	6	13	3	24	2	2	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		120			664			462			376	
Travel Time (s)		2.7			15.1			10.5			8.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

24: Alameda St (West) & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	448	28	76	336	137	6	814	88	29	419	16
Future Volume (vph)	56	448	28	76	336	137	6	814	88	29	419	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	100		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		525			120			801			930	
Travel Time (s)		11.9			2.7			18.2			21.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics
25: Wilmington Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	385	91	92	247	28	158	204	125	36	61	9
Future Volume (vph)	69	385	91	92	247	28	158	204	125	36	61	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		528			525			596			554	
Travel Time (s)		12.0			11.9			13.5			12.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

SimTraffic Performance Report

1: California Ave (East) & Florence Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	2.5	33.7	0.2	36.3
Denied Del/Veh (s)	0.0	5.8	193.6	2.4	33.5
Total Delay (hr)	9.8	38.4	20.5	5.3	73.9
Total Del/Veh (s)	23.4	90.2	135.4	74.7	65.2

2: California Ave (West) & Florence Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.1
Total Delay (hr)	10.9	16.4	11.9	5.1	44.3
Total Del/Veh (s)	34.1	32.6	41.8	37.9	37.1

3: Salt Lake Ave (West) & Bell Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	3.8	0.0	3.8
Denied Del/Veh (s)	0.0	0.0	19.4	0.0	8.5
Total Delay (hr)	0.6	1.1	39.8	1.5	43.0
Total Del/Veh (s)	9.1	13.6	204.4	13.7	89.4

4: Bell Ave & Bissell St Performance by approach

Approach	WB	NB	SB	NE	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.1	0.2	0.1
Total Delay (hr)	0.4	0.1	0.1	0.3	1.0
Total Del/Veh (s)	6.0	4.7	6.4	4.4	5.3

5: California Ave & Bell Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.4	0.1	0.0	0.2
Total Delay (hr)	0.5	1.1	1.5	0.5	3.7
Total Del/Veh (s)	8.2	10.7	13.6	8.3	12.3

6: Salt Lake Ave (West) & Gage Ave Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Delay (hr)	4.2	4.4	2.8	11.4
Total Del/Veh (s)	18.3	14.4	16.5	16.3

SimTraffic Performance Report

7: California Ave/Maywood Ave & Gage Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.1
Total Delay (hr)	4.4	5.4	1.5	1.6	12.9
Total Del/Veh (s)	22.3	22.6	12.7	22.2	19.6

8: Maywood Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.1	0.2	0.5	0.2
Total Delay (hr)	1.9	1.6	1.6	0.9	6.0
Total Del/Veh (s)	17.2	14.5	11.7	11.9	14.0

9: Bissell Pl & Randolph St Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.1	0.1	0.2
Total Delay (hr)	0.0	0.3	0.0	0.3
Total Del/Veh (s)	0.4	1.4	6.7	1.0

10: State St & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	2.6	0.0	0.3	0.1	3.0
Denied Del/Veh (s)	16.8	0.2	0.5	0.5	3.0
Total Delay (hr)	15.8	6.3	12.1	1.7	36.0
Total Del/Veh (s)	102.9	33.4	23.6	11.9	43.6

11: Arbutus Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.2	0.1	0.1
Total Delay (hr)	2.4	2.7	0.4	0.3	5.8
Total Del/Veh (s)	35.6	34.1	8.3	8.0	32.7

12: Miles Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.1	0.2
Denied Del/Veh (s)	0.1	0.0	0.4	0.4	0.2
Total Delay (hr)	10.4	8.6	5.9	3.7	28.7
Total Del/Veh (s)	54.1	40.7	25.4	22.5	36.7

SimTraffic Performance Report

13: Seville Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.1	0.2	0.4	0.3	0.2
Total Delay (hr)	6.1	17.5	2.4	1.7	27.6
Total Del/Veh (s)	37.3	74.4	19.3	31.0	37.5

14: Rita Ave & Randolph St Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.8	1.3	0.4	2.5
Total Del/Veh (s)	4.3	6.1	19.5	6.1

15: Pacific Blvd & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	5.4	5.2	7.9	3.7	22.2
Total Del/Veh (s)	30.9	30.9	23.9	25.2	26.0

16: Pacific Blvd & Claredon Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.2
Denied Del/Veh (s)	0.3	0.2	0.4	0.0	0.3
Total Delay (hr)	1.2	1.2	3.3	1.3	7.0
Total Del/Veh (s)	15.5	15.8	10.0	9.0	10.8

17: Pacific Blvd & Belgrave Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	0.3	0.3	0.0	0.5	0.2
Total Delay (hr)	1.3	1.3	4.1	1.2	7.9
Total Del/Veh (s)	17.3	17.2	13.2	7.9	13.4

18: Rugby Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.0
Total Delay (hr)	0.6	0.3	1.8	0.1	2.8
Total Del/Veh (s)	3.8	2.2	6.3	6.7	6.8

SimTraffic Performance Report

19: Malabar St & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	0.0	0.3	0.3	0.1
Total Delay (hr)	4.2	3.4	1.9	1.2	10.7
Total Del/Veh (s)	23.8	20.8	20.4	20.1	22.5

20: Santa Fe Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.2	0.0	0.2
Denied Del/Veh (s)	0.0	0.1	0.4	0.1	0.2
Total Delay (hr)	5.8	6.5	10.8	2.7	25.8
Total Del/Veh (s)	35.4	40.5	25.1	17.0	30.3

21: Albany St & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.3	0.1	0.0
Total Delay (hr)	0.3	0.6	0.8	0.1	1.8
Total Del/Veh (s)	2.0	4.0	18.2	9.5	4.8

22: Randolph St & Regent St Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.3	0.4	0.1	0.9
Total Del/Veh (s)	2.2	2.3	10.3	2.6

23: Alameda St (East) & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.0
Total Delay (hr)	0.3	5.1	0.1	0.1	5.6
Total Del/Veh (s)	2.1	20.8	10.3	13.0	17.7

24: Alameda St (West) & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.2	0.0	0.1
Total Delay (hr)	6.6	3.2	6.7	3.2	19.7
Total Del/Veh (s)	43.4	50.8	61.4	42.3	49.9

SimTraffic Performance Report

25: Wilmington Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.2	0.0	0.7	0.1	0.3
Total Delay (hr)	3.4	1.8	5.4	0.4	11.0
Total Del/Veh (s)	22.2	29.4	43.3	11.4	32.5

Lanes and Geometrics

1: Otis Ave & Salt Lake Ave (West)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	310	43	103	7	169	17	106	369	3	5	343	103
Future Volume (vph)	310	43	103	7	169	17	106	369	3	5	343	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		654			866			476			134	
Travel Time (s)		14.9			19.7			10.8			3.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

2: Salt Lake Ave (East) & Otis Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	169	56	17	232	43	54	474	174	54	378	0
Future Volume (vph)	7	169	56	17	232	43	54	474	174	54	378	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	60		0	75		0	0		0	45		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		731			1125			134			170	
Travel Time (s)		16.6			25.6			3.0			3.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

3: Otis Ave & Elizabeth St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	39	0	70	80	99	4	385	134	77	378	5
Future Volume (vph)	2	39	0	70	80	99	4	385	134	77	378	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	50		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		126			897			170			520	
Travel Time (s)		2.9			20.4			3.9			11.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

4: Salt Lake Ave (West) & Santa Ana St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	821	8	4	452	156	25	3	9	60	0	7
Future Volume (vph)	22	821	8	4	452	156	25	3	9	60	0	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		549			221			276			866	
Travel Time (s)		12.5			5.0			6.3			19.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

5: Salt Lake Ave (East) & Santa Ana St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	445	321	4	383	69	269	233	7	33	352	2
Future Volume (vph)	2	445	321	4	383	69	269	233	7	33	352	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		70	0		90	75		0	60		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		221			1950			2304			1125	
Travel Time (s)		5.0			44.3			52.4			25.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

6: Salt Lake Ave (East) & Ardine St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	87	124	10	60	55	50	407	8	25	593	4
Future Volume (vph)	24	87	124	10	60	55	50	407	8	25	593	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	60		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1105			512			1099			2304	
Travel Time (s)		25.1			11.6			25.0			52.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

7: Atlantic Ave & Salt Lake Ave (East)/Patata St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	9	687	120	3	13	425	1141	129	10	890	3
Future Volume (vph)	4	9	687	120	3	13	425	1141	129	10	890	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		70	0		80	0		0	115		0
Storage Lanes	0		1	1		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1099			1232			386			825	
Travel Time (s)		25.0			28.0			8.8			18.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

8: Atlantic Ave & Azalea West

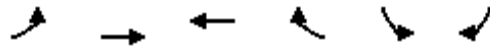
						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	80	18	13	1559	1512	106
Future Volume (vph)	80	18	13	1559	1512	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	120	0	125			150
Storage Lanes	1	1	2			1
Taper Length (ft)	25		25			
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	30	
Link Distance (ft)	524			642	317	
Travel Time (s)	11.9			14.6	7.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

9: Atlantic Ave & Firestone Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  			  		 	 	
Traffic Volume (vph)	190	1571	144	56	1430	263	155	952	60	939	780	156
Future Volume (vph)	190	1571	144	56	1430	263	155	952	60	939	780	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	315		0	210		0	200		0	0		200
Storage Lanes	2		0	1		0	1		0	2		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1083			1044			929			642	
Travel Time (s)		24.6			23.7			21.1			14.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

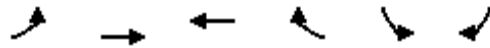
Lanes and Geometrics 10: Firestone Blvd & Mason St



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑		↑	↑
Traffic Volume (vph)	0	1891	1679	296	14	9
Future Volume (vph)	0	1891	1679	296	14	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	50
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		30	30		30	
Link Distance (ft)		1044	195		282	
Travel Time (s)		23.7	4.4		6.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

11: Firestone Blvd & Firestone Pl



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑		↱	↱
Traffic Volume (vph)	0	1917	1961	5	2	18
Future Volume (vph)	0	1917	1961	5	2	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	90			0	0	0
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		30	30		30	
Link Distance (ft)		195	1120		509	
Travel Time (s)		4.4	25.5		11.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

12: Rayo Ave & Firestone Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 	  			 	  		 	
Traffic Volume (vph)	14	1792	10	315	1927	91	3	20	1181	40	3	7
Future Volume (vph)	14	1792	10	315	1927	91	3	20	1181	40	3	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	135		0	270		0	0		150	0		0
Storage Lanes	1		0	2		0	0		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1120			1181			882			403	
Travel Time (s)		25.5			26.8			20.0			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										47%		
Intersection Summary												
Area Type:	Other											

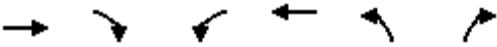
Lanes and Geometrics

13: Salt Lake Ave & Southern Ave

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	31	18	0	20	38	2
Future Volume (vph)	31	18	0	20	38	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	815			567	783	
Travel Time (s)	18.5			12.9	17.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

14: Center St & Gardendale St

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	633	3	23	1078	12	43
Future Volume (vph)	633	3	23	1078	12	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	60		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	584			275	1918	
Travel Time (s)	13.3			6.3	43.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

15: Dakota Ave & Gardendale St

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	592	3	0	998	2	0
Future Volume (vph)	592	3	0	998	2	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	60		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	275			388	1783	
Travel Time (s)	6.3			8.8	40.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

16: Industrial Ave & Gardendale St

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	657	13	5	1068	31	10
Future Volume (vph)	657	13	5	1068	31	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	60		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	388			1080	1573	
Travel Time (s)	8.8			24.5	35.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

17: Center St & Main St

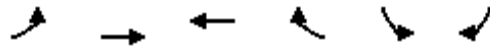
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	236	12	48	330	29	9	7	40	34	4	15
Future Volume (vph)	13	236	12	48	330	29	9	7	40	34	4	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		688			204			1470			1918	
Travel Time (s)		15.6			4.6			33.4			43.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

18: Main St & Dakota Ave



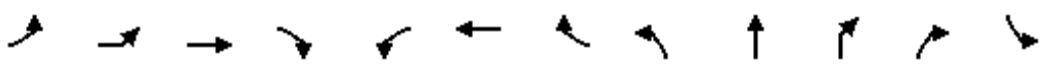
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	312	390	0	0	5
Future Volume (vph)	2	312	390	0	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Link Speed (mph)		30	30		30	
Link Distance (ft)		204	269		1783	
Travel Time (s)		4.6	6.1		40.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

19: Industrial Ave & Main St & Arizona Ave

												
Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	NBR2	SBL
Lane Configurations												
Traffic Volume (vph)	19	29	270	35	29	400	10	38	9	12	48	4
Future Volume (vph)	19	29	270	35	29	400	10	38	9	12	48	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%			0%			0%			
Storage Length (ft)		0		0	0		0	0		25		0
Storage Lanes		0		0	0		0	0		1		0
Taper Length (ft)		25			25			25				25
Link Speed (mph)			30			30			30			
Link Distance (ft)			269			708			502			
Travel Time (s)			6.1			16.1			11.4			
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%			0%			0%			
Shared Lane Traffic (%)										77%		
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

19: Industrial Ave & Main St & Arizona Ave

						
Lane Group	SBT	SBR	SWL2	SWL	SWR	SWR2
Lane Configurations						
Traffic Volume (vph)	7	23	9	8	48	2
Future Volume (vph)	7	23	9	8	48	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%		
Storage Length (ft)		0		0	0	
Storage Lanes		0		1	0	
Taper Length (ft)				25		
Link Speed (mph)	30			30		
Link Distance (ft)	1573			568		
Travel Time (s)	35.8			12.9		
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%		
Shared Lane Traffic (%)						
Intersection Summary						

Lanes and Geometrics

20: Century Blvd & Center St

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	10	104	0	0	128	5	4	24	0	0
Future Volume (vph)	10	104	0	0	128	5	4	24	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%		0%		0%	
Storage Length (ft)	50		0	50		0	0	0	0	0
Storage Lanes	1		0	1		0	1	0	0	0
Taper Length (ft)	25			25			25		25	
Link Speed (mph)		30			30		30		30	
Link Distance (ft)		1029			407		1470		74	
Travel Time (s)		23.4			9.3		33.4		1.7	
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)										
Mid-Block Traffic (%)		0%			0%		0%		0%	
Shared Lane Traffic (%)										
Intersection Summary										
Area Type:	Other									

Lanes and Geometrics

21: Century Blvd & Florence Ave



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	179	104	31	3	30
Future Volume (vph)	0	179	104	31	3	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	50			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Link Speed (mph)		30	30		30	
Link Distance (ft)		238	1029		770	
Travel Time (s)		5.4	23.4		17.5	
Confl. Peds. (#/hr)					2	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

22: Industrial Ave & Lincoln Ave

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	14	13	71	29	14	55
Future Volume (vph)	14	13	71	29	14	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Link Speed (mph)	30		30			30
Link Distance (ft)	567		462			669
Travel Time (s)	12.9		10.5			15.2
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

22: Paramount Blvd & Rosecrans Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	191	815	229	194	910	112	196	568	281	102	751	376
Future Volume (vph)	191	815	229	194	910	112	196	568	281	102	751	376
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	215		0	195		50	220		0	200		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		744			3570			2210			2670	
Travel Time (s)		12.7			60.9			37.7			45.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

23: Bianchi Wy & Rosecrans Ave

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑	↑↑	↑	↑
Traffic Volume (vph)	1365	147	27	1315	34	15
Future Volume (vph)	1365	147	27	1315	34	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		120	75		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			40	30	
Link Distance (ft)	3454			744	628	
Travel Time (s)	58.9			12.7	14.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

24: Hayter Ave & Somerset Blvd

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	652	39	14	911	66	17
Future Volume (vph)	652	39	14	911	66	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	80		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	40			40	30	
Link Distance (ft)	916			1194	455	
Travel Time (s)	15.6			20.4	10.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

25: Lakewood Blvd & Somerset Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	132	380	115	191	608	159	117	1013	238	94	1032	209
Future Volume (vph)	132	380	115	191	608	159	117	1013	238	94	1032	209
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	160		0	90		0	180		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1194			1592			721			1175	
Travel Time (s)		20.4			27.1			12.3			20.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

26: Lakewood Blvd & Paseo St

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	36	54	22	1321	1314	25
Future Volume (vph)	36	54	22	1321	1314	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	90			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			40	40	
Link Distance (ft)	480			357	721	
Travel Time (s)	10.9			6.1	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

27: Clark Ave & Flora Vista St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	0	24	11	0	80	25	692	6	13	691	3
Future Volume (vph)	3	0	24	11	0	80	25	692	6	13	691	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			40			30	
Link Distance (ft)		597			103			439			1097	
Travel Time (s)		13.6			2.3			7.5			24.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

28: Clark Ave & Alondra Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	107	492	92	151	849	68	85	577	112	62	626	152
Future Volume (vph)	107	492	92	151	849	68	85	577	112	62	626	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%			0%			0%			0%		
Storage Length (ft)	100		0	150		0	55		0	60		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red	Yes			Yes			Yes			Yes		
Link Speed (mph)	40			40			35			40		
Link Distance (ft)	1692			380			1495			439		
Travel Time (s)	28.8			6.5			29.1			7.5		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%			0%			0%			0%		
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

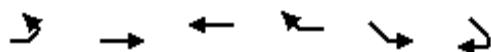
Lanes and Geometrics

29: Pacific Ave & Alondra Blvd

						
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	718	35	33	993	81	41
Future Volume (vph)	718	35	33	993	81	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			40	30	
Link Distance (ft)	380			234	930	
Travel Time (s)	6.5			4.0	21.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

30: Alondra Blvd & Flora Vista St



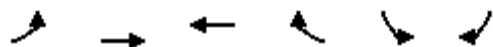
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Volume (vph)	0	835	1125	77	13	4
Future Volume (vph)	0	835	1125	77	13	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Link Speed (mph)		40	40		30	
Link Distance (ft)		234	515		671	
Travel Time (s)		4.0	8.8		15.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

31: Alondra Blvd & Stevens Ave



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	14	760	1164	25	46	31
Future Volume (vph)	14	760	1164	25	46	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	30			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Link Speed (mph)		40	40		30	
Link Distance (ft)		515	540		300	
Travel Time (s)		8.8	9.2		6.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

32: Bellflower Blvd & Flora Vista St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	0	0	94	2	124	4	707	51	69	729	9
Future Volume (vph)	2	0	0	94	2	124	4	707	51	69	729	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			25			30			30	
Link Distance (ft)		162			916			386			635	
Travel Time (s)		3.7			25.0			8.8			14.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

33: Bellflower Blvd & Mayne St

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	63	50	134	791	451	256
Future Volume (vph)	63	50	134	791	451	256
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	50	0			50
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	30	
Link Distance (ft)	385			331	386	
Travel Time (s)	8.8			7.5	8.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

34: Bellflower Blvd & Oak St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	11	39	3	8	11	36	722	6	21	539	35
Future Volume (vph)	77	11	39	3	8	11	36	722	6	21	539	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		683			448			404			331	
Travel Time (s)		18.6			12.2			9.2			7.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

35: Dumont Ave & Artesia Blvd

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1258	135	77	1408	92	70
Future Volume (vph)	1258	135	77	1408	92	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	75		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			30	30	
Link Distance (ft)	1358			1094	478	
Travel Time (s)	23.1			24.9	10.9	
Confl. Peds. (#/hr)			65			
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

36: Studebaker Rd & Artesia Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	522	524	179	159	661	277	131	524	66	164	634	480
Future Volume (vph)	522	524	179	159	661	277	131	524	66	164	634	480
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	225		150	200		125	200		0
Storage Lanes	2		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1094			1997			520			1346	
Travel Time (s)		18.6			34.0			8.9			22.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)			7			3			5			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

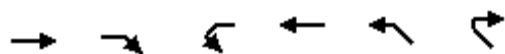
Lanes and Geometrics

37: Studebaker Rd & Business Cir

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	18	43	622	34	15	728
Future Volume (vph)	18	43	622	34	15	728
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	30		40			40
Link Distance (ft)	294		1931			520
Travel Time (s)	6.7		32.9			8.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

38: Jersey Ave & 186th St



Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	35	39	21	35	17	11
Future Volume (vph)	35	39	21	35	17	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	160			1320	235	
Travel Time (s)	3.6			30.0	5.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

39: Alburtis Ave & 187th St

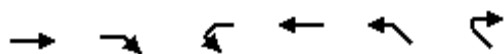
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	81	16	13	83	0	26	0	8	0	0	2
Future Volume (vph)	0	81	16	13	83	0	26	0	8	0	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			30			30			30	
Link Distance (ft)		168			181			207			92	
Travel Time (s)		4.6			4.1			4.7			2.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

40: Corby Ave (West) & 187th St

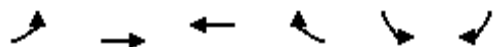


Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	73	16	17	95	17	13
Future Volume (vph)	73	16	17	95	17	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	25			30	30	
Link Distance (ft)	181			210	230	
Travel Time (s)	4.9			4.8	5.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics 41: 187th St & Corby Ave (East)



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	17	68	74	9	24	22
Future Volume (vph)	17	68	74	9	24	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Link Speed (mph)		25	30		30	
Link Distance (ft)		210	373		297	
Travel Time (s)		5.7	8.5		6.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

42: Pioneer Blvd & 186th St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	28	6	22	44	17	4	254	4	6	220	7
Future Volume (vph)	8	28	6	22	44	17	4	254	4	6	220	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		1320			433			557			218	
Travel Time (s)		30.0			9.8			15.2			5.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

43: Pioneer Blvd & 187th St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	35	28	24	52	9	27	196	31	12	198	12
Future Volume (vph)	9	35	28	24	52	9	27	196	31	12	198	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		125	0		0	70		0	0		0
Storage Lanes	0		1	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			25			25			25	
Link Distance (ft)		373			715			530			557	
Travel Time (s)		8.5			19.5			14.5			15.2	
Confl. Peds. (#/hr)	18		7	7		18	8		22	22		8
Confl. Bikes (#/hr)						3			2			4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

44: Pioneer Blvd & 188th St

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	7	13	13	301	274	4
Future Volume (vph)	7	13	13	301	274	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	45			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Link Speed (mph)	30			25	25	
Link Distance (ft)	520			538	530	
Travel Time (s)	11.8			14.7	14.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

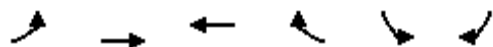
Lanes and Geometrics

45: Pioneer Blvd & South St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	45	584	74	120	992	41	110	224	183	46	181	52
Future Volume (vph)	45	584	74	120	992	41	110	224	183	46	181	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%				0%				0%			
Storage Length (ft)	102	0		150	0		75	0		135	0	
Storage Lanes	1	0		1	0		1	0		1	0	
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)	30				30		25				25	
Link Distance (ft)	707				1055		824				538	
Travel Time (s)	16.1				24.0		22.5				14.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%				0%		0%				0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

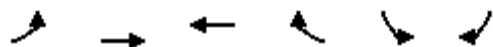
Lanes and Geometrics

46: South St & Clarkdale Ave



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	107	709	1063	93	39	44
Future Volume (vph)	107	709	1063	93	39	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	100			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		30	30		30	
Link Distance (ft)		1055	590		569	
Travel Time (s)		24.0	13.4		12.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics 47: South St & Elaine Ave



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	71	688	1085	35	27	51
Future Volume (vph)	71	688	1085	35	27	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	100			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		30	30		30	
Link Distance (ft)		590	640		773	
Travel Time (s)		13.4	14.5		17.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

48: Norwalk Blvd & South St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	363	73	88	894	112	88	563	70	87	502	133
Future Volume (vph)	104	363	73	88	894	112	88	563	70	87	502	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	150		0	265		0	75		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1307			2630			773			951	
Travel Time (s)		29.7			59.8			17.6			21.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

49: Bloomfield Ave & South St

																						
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR										
Lane Configurations		 			 			 			 											
Traffic Volume (vph)	135	372	68	168	812	120	81	613	234	136	523	199										
Future Volume (vph)	135	372	68	168	812	120	81	613	234	136	523	199										
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900										
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12										
Grade (%)	0%				0%				0%		0%											
Storage Length (ft)	195	0		150	0		200	0		195	0											
Storage Lanes	1	0		1	0		1	0		1	0											
Taper Length (ft)	25			25			25			25												
Right Turn on Red			Yes				Yes				Yes											
Link Speed (mph)	30				30				30		30											
Link Distance (ft)	2630				1371				928		870											
Travel Time (s)	59.8				31.2				21.1		19.8											
Confl. Peds. (#/hr)																						
Confl. Bikes (#/hr)																						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92										
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%										
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%										
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0										
Parking (#/hr)																						
Mid-Block Traffic (%)	0%				0%				0%		0%											
Shared Lane Traffic (%)																						
Intersection Summary																						
Area Type:	Other																					

Lanes and Geometrics
50: Alburtis Ave & South St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 				 		 	
Traffic Volume (vph)	28	631	30	24	1066	20	21	6	7	10	6	14
Future Volume (vph)	28	631	30	24	1066	20	21	6	7	10	6	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	55		0	85		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		562			751			265			376	
Travel Time (s)		12.8			17.1			6.0			8.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

51: Pioneer Blvd & 195th St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	360	115	136	513	80	128	277	87	57	289	65
Future Volume (vph)	59	360	115	136	513	80	128	277	87	57	289	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	125		0	180		0	150		0	145		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		992			1031			1683			1881	
Travel Time (s)		22.5			23.4			45.9			51.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

52: Pioneer Blvd & Los Coyotes Blvd/Eberle St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	23	27	41	40	20	16	342	25	42	368	124
Future Volume (vph)	103	23	27	41	40	20	16	342	25	42	368	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		50	0		0	85		0	85		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		619			532			965			1683	
Travel Time (s)		14.1			12.1			26.3			45.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

53: Pioneer Blvd & Del Amo Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	80	731	134	92	1424	40	212	257	306	126	196	112
Future Volume (vph)	80	731	134	92	1424	40	212	257	306	126	196	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	190		75	150		0	200		0	175		100
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		1114			783			628			965	
Travel Time (s)		25.3			17.8			17.1			26.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

54: Pioneer Blvd & 183rd St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	311	23	40	413	116	32	239	28	98	274	109
Future Volume (vph)	70	311	23	40	413	116	32	239	28	98	274	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	90		0	160		120
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		643			732			444			964	
Travel Time (s)		14.6			16.6			12.1			26.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

SimTraffic Performance Report

1: Otis Ave & Salt Lake Ave (West) Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	112.3	0.0	199.9	0.0	312.3
Denied Del/Veh (s)	877.3	0.0	1355.5	0.0	739.1
Total Delay (hr)	26.4	2.6	18.4	0.7	48.2
Total Del/Veh (s)	363.2	54.7	347.7	7.2	188.8

2: Salt Lake Ave (East) & Otis Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	1.2	0.0	0.0	0.0	1.2
Denied Del/Veh (s)	18.4	0.0	0.2	0.0	4.0
Total Delay (hr)	11.9	0.7	0.9	3.2	16.8
Total Del/Veh (s)	186.9	11.5	10.7	34.0	83.4

3: Otis Ave & Elizabeth St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	127.7	0.0	60.0	187.7
Denied Del/Veh (s)	0.1	1768.5	0.0	444.2	656.6
Total Delay (hr)	0.1	39.3	0.2	20.1	59.7
Total Del/Veh (s)	7.3	1452.0	2.3	173.5	273.4

4: Santa Ana St & Salt Lake Ave (West) Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	2.0	2.0
Denied Del/Veh (s)	0.1	0.0	0.1	161.2	93.4
Total Delay (hr)	18.2	0.4	1.2	16.2	36.0
Total Del/Veh (s)	92.0	2.3	91.5	1478.0	931.4

5: Salt Lake Ave (East) & Santa Ana St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.1	0.9	0.0	1.0
Denied Del/Veh (s)	0.0	0.6	6.9	0.0	1.9
Total Delay (hr)	4.0	44.5	38.6	31.4	118.6
Total Del/Veh (s)	20.7	329.3	280.2	440.1	218.6

6: Salt Lake Ave (East) & Ardine St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.1	0.0	0.1
Total Delay (hr)	0.9	0.4	4.1	3.1	8.5
Total Del/Veh (s)	13.4	10.1	33.8	24.4	24.2

SimTraffic Performance Report

7: Atlantic Ave & Salt Lake Ave (East)/Patata St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.2	0.1	0.3
Denied Del/Veh (s)	0.0	0.8	0.4	0.3	0.3
Total Delay (hr)	2.9	2.3	13.0	17.2	35.4
Total Del/Veh (s)	18.8	65.3	29.9	70.1	51.4

8: Atlantic Ave & Azalea West Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	1.1	0.1	0.0	0.1
Total Delay (hr)	0.7	2.6	0.9	4.3
Total Del/Veh (s)	22.4	6.7	2.3	4.8

9: Atlantic Ave & Firestone Blvd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	22.9	0.5	55.9	1.3	80.7
Denied Del/Veh (s)	43.0	1.1	165.8	2.8	45.2
Total Delay (hr)	91.9	45.3	91.4	27.8	256.4
Total Del/Veh (s)	171.1	95.3	292.1	60.4	139.0

10: Firestone Blvd & Mason St Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	14.5	7.3	0.1	21.8
Total Del/Veh (s)	21.9	13.8	14.9	19.4

11: Firestone Blvd & Firestone PI Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	6.0	30.8	0.1	36.9
Total Del/Veh (s)	12.3	67.5	12.7	58.9

12: Rayo Ave & Firestone Blvd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.3	0.7	0.0	1.0
Denied Del/Veh (s)	0.0	0.5	2.1	0.1	0.7
Total Delay (hr)	29.7	17.7	15.7	0.7	63.8
Total Del/Veh (s)	59.2	27.2	46.0	44.6	49.0

SimTraffic Performance Report

13: Salt Lake Ave & Southern Ave Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.3	0.1	4.2	1.5

14: Center St & Gardendale St Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.5	0.1	0.0	0.3
Total Delay (hr)	0.1	0.3	0.6	1.1
Total Del/Veh (s)	0.7	1.1	23.5	2.1

15: Dakota Ave & Gardendale St Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.3	0.3	0.3
Total Del/Veh (s)	0.3	0.8	28.7	0.7

16: Industrial Ave & Gardendale St Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.4	0.0	0.4
Denied Del/Veh (s)	0.1	1.2	0.0	0.8
Total Delay (hr)	0.1	0.6	1.0	1.7
Total Del/Veh (s)	0.8	2.0	75.5	3.5

17: Center St & Main St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.0	0.1	0.0	0.1
Total Delay (hr)	0.1	0.1	0.1	0.1	0.4
Total Del/Veh (s)	0.8	0.9	5.2	7.6	1.7

18: Main St & Dakota Ave Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.0	0.1
Total Del/Veh (s)	0.3	0.5	2.7	0.4

SimTraffic Performance Report

19: Industrial Ave & Main St & Arizona Ave Performance by approach

Approach	EB	WB	NB	SB	SW	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.3	2.1	0.0	0.1	0.4
Total Delay (hr)	0.1	0.1	0.6	0.2	0.3	1.3
Total Del/Veh (s)	1.6	1.0	11.5	11.5	12.0	4.6

20: Century Blvd & Center St Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.0	0.1
Total Delay (hr)	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.6	0.1	2.1	1.0

21: Century Blvd & Florence Ave Performance by approach

Approach	EB	WB	SW	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.2	0.3	2.4	0.5

22: Industrial Ave & Lincoln Ave Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	3.4	0.3	1.0	1.0

SimTraffic Performance Report

22: Paramount Blvd & Rosecrans Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.1	0.1	0.1	0.3
Denied Del/Veh (s)	0.0	0.3	0.5	0.3	0.2
Total Delay (hr)	36.6	22.1	15.2	25.0	98.9
Total Del/Veh (s)	95.9	63.0	52.8	69.1	67.5

23: Bianchi Wy & Rosecrans Ave Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.0	0.1	0.1
Total Delay (hr)	4.7	2.1	0.4	7.2
Total Del/Veh (s)	11.3	5.2	15.7	8.6

24: Hayter Ave & Somerset Blvd Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.2	0.1
Total Delay (hr)	0.1	0.8	0.5	1.4
Total Del/Veh (s)	0.5	3.1	19.9	3.0

25: Lakewood Blvd & Somerset Blvd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.2	0.0	0.2	0.3
Denied Del/Veh (s)	0.0	0.7	0.0	0.4	0.3
Total Delay (hr)	5.3	9.0	14.5	11.5	40.3
Total Del/Veh (s)	29.3	43.6	46.4	41.5	43.1

26: Lakewood Blvd & Paseo St Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.1	0.3	0.0	0.2
Total Delay (hr)	0.6	1.2	2.4	4.2
Total Del/Veh (s)	22.9	3.1	6.4	4.9

27: Clark Ave & Flora Vista St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1
Total Delay (hr)	0.0	0.2	0.5	0.2	0.9
Total Del/Veh (s)	7.6	6.8	2.8	1.0	2.3

SimTraffic Performance Report

28: Clark Ave & Alondra Blvd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.1	0.2	0.4
Denied Del/Veh (s)	0.5	0.0	0.5	0.7	0.4
Total Delay (hr)	9.7	13.8	8.2	9.4	41.1
Total Del/Veh (s)	48.9	45.7	39.0	41.9	46.2

29: Pacific Ave & Alondra Blvd Performance by approach

Approach	EB	WB	NW	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	1.4	1.7	0.6	3.7
Total Del/Veh (s)	6.4	5.3	19.1	6.1

30: Alondra Blvd & Flora Vista St Performance by approach

Approach	EB	WB	SE	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.3	1.5	0.2	2.0
Total Del/Veh (s)	1.2	4.3	52.6	3.4

31: Alondra Blvd & Stevens Ave Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.3	0.1	0.2
Total Delay (hr)	0.3	0.2	0.4	0.8
Total Del/Veh (s)	1.1	0.6	34.5	1.2

32: Bellflower Blvd & Flora Vista St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0
Total Delay (hr)	0.0	1.1	0.8	1.5	3.8
Total Del/Veh (s)	11.1	20.3	3.9	7.1	6.9

33: Bellflower Blvd & Mayne St Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.1
Total Delay (hr)	0.7	1.5	1.2	3.2
Total Del/Veh (s)	20.9	6.1	6.4	6.2

SimTraffic Performance Report

34: Bellflower Blvd & Oak St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.6	0.1	2.3	3.3	7.1
Total Del/Veh (s)	26.8	16.0	12.2	21.5	17.5

35: Dumont Ave & Artesia Blvd Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.1	0.0	0.0	0.2
Denied Del/Veh (s)	0.4	0.1	0.1	0.2
Total Delay (hr)	5.9	5.2	0.8	11.8
Total Del/Veh (s)	15.2	12.7	17.8	14.7

36: Studebaker Rd & Artesia Blvd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.3	0.0	0.2	0.5
Denied Del/Veh (s)	0.0	0.8	0.1	0.6	0.4
Total Delay (hr)	18.0	10.8	7.5	16.7	53.0
Total Del/Veh (s)	48.2	35.5	36.0	46.8	48.1

37: Studebaker Rd & Business Cir Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.1
Total Delay (hr)	0.1	0.2	0.7	1.0
Total Del/Veh (s)	8.4	1.1	2.6	2.1

38: Jersey Ave & 186th St Performance by approach

Approach	EB	WB	NW	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.4	3.8	3.8	3.3

39: Alburtis Ave & 187th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.1	0.4	4.1	8.9	0.9

SimTraffic Performance Report

40: Corby Ave (West) & 187th St Performance by approach

Approach	EB	WB	NW	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.1	0.6	4.2	1.0

41: 187th St & Corby Ave (East) Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.4	1.3	4.1	1.6

42: Pioneer Blvd & 186th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.1	0.2	0.1
Total Delay (hr)	0.3	0.5	0.3	0.1	1.2
Total Del/Veh (s)	22.7	23.6	3.4	1.8	6.6

43: Pioneer Blvd & 187th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0
Total Delay (hr)	0.3	0.6	0.4	0.3	1.5
Total Del/Veh (s)	12.2	21.4	4.5	3.9	6.7

44: Pioneer Blvd & 188th St Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.1	0.2
Total Del/Veh (s)	4.6	1.5	0.7	4.3

45: Pioneer Blvd & South St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.1	0.0	0.2
Denied Del/Veh (s)	0.4	0.0	0.9	0.0	0.3
Total Delay (hr)	5.6	8.8	3.5	1.5	19.3
Total Del/Veh (s)	26.5	28.2	22.4	19.6	24.9

SimTraffic Performance Report

46: South St & Clarkdale Ave Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	3.1	4.8	0.4	8.3
Total Del/Veh (s)	12.7	15.8	12.2	15.8

47: South St & Elaine Ave Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	3.1	4.8	0.4	8.3
Total Del/Veh (s)	11.4	15.8	12.2	15.8

48: Norwalk Blvd & South St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.1	0.2
Denied Del/Veh (s)	0.0	0.0	0.5	0.5	0.2
Total Delay (hr)	4.2	10.0	4.8	4.8	23.9
Total Del/Veh (s)	21.4	32.9	23.7	23.9	26.3

49: Bloomfield Ave & South St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.2	0.1	0.2	0.4
Denied Del/Veh (s)	0.1	0.5	0.4	0.7	0.5
Total Delay (hr)	5.2	10.3	7.7	6.3	29.5
Total Del/Veh (s)	32.9	33.6	29.0	26.1	30.4

50: Alburtis Ave & South St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.3	0.0	0.1	0.1	0.1
Total Delay (hr)	2.0	5.0	0.1	0.1	7.3
Total Del/Veh (s)	10.6	15.7	12.9	9.9	13.7

51: Pioneer Blvd & 195th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.1	0.0	0.0	0.2
Denied Del/Veh (s)	0.5	0.7	0.1	0.1	0.4
Total Delay (hr)	2.8	3.4	1.9	1.8	9.9
Total Del/Veh (s)	17.9	16.8	13.7	15.6	16.2

SimTraffic Performance Report

52: Pioneer Blvd & Los Coyotes Blvd/Eberle St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.7	0.2	0.0	0.0	0.1
Total Delay (hr)	0.8	0.5	0.7	0.9	2.9
Total Del/Veh (s)	19.7	18.5	6.2	6.0	8.8

53: Pioneer Blvd & Del Amo Blvd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.2	1.0	0.2	0.0	1.4
Denied Del/Veh (s)	0.7	2.3	1.1	0.0	1.4
Total Delay (hr)	6.3	25.1	7.5	4.0	42.9
Total Del/Veh (s)	23.8	56.9	34.9	33.6	41.2

54: Pioneer Blvd & 183rd St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.1	0.0	0.2	0.3
Denied Del/Veh (s)	0.7	0.3	0.0	1.5	0.7
Total Delay (hr)	2.2	3.0	1.2	2.0	8.5
Total Del/Veh (s)	19.9	18.8	15.0	14.7	17.2

Lanes and Geometrics

1: California Ave (East) & Florence Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			 						 	
Traffic Volume (vph)	31	1276	352	2	1063	55	293	111	5	69	202	53
Future Volume (vph)	31	1276	352	2	1063	55	293	111	5	69	202	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	70		0	0		50	100		0	0		0
Storage Lanes	1		0	0		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		382			955			574			460	
Travel Time (s)		8.7			21.7			13.0			10.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

2: California Ave (West) & Florence Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Traffic Volume (vph)	38	1301	214	201	1089	113	153	327	272	126	478	74
Future Volume (vph)	38	1301	214	201	1089	113	153	327	272	126	478	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	90		0	150		0	125		0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		840			382			316			325	
Travel Time (s)		19.1			8.7			7.2			7.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

3: Salt Lake Ave (West) & Bell Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	201	134	81	124	43	82	302	89	63	478	32
Future Volume (vph)	43	201	134	81	124	43	82	302	89	63	478	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	50		50	0		50
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		589			493			1283			1354	
Travel Time (s)		13.4			11.2			29.2			30.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

4: Bell Ave & Bissell St

												
Lane Group	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER	NER2
Lane Configurations												
Traffic Volume (vph)	14	160	47	21	14	37	62	19	27	16	274	28
Future Volume (vph)	14	160	47	21	14	37	62	19	27	16	274	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%		0%		
Storage Length (ft)		0	0	0		0	0		0	0	0	
Storage Lanes		1	0	0		0	0		0	1	0	
Taper Length (ft)		25		25			25			25		
Link Speed (mph)		30			30			30		30		
Link Distance (ft)		589			505			682		552		
Travel Time (s)		13.4			11.5			15.5		12.5		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%		0%		
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

5: California Ave & Bell Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	199	62	24	158	48	16	113	47	93	267	50
Future Volume (vph)	57	199	62	24	158	48	16	113	47	93	267	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		493			693			545			420	
Travel Time (s)		11.2			15.8			12.4			9.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

6: Salt Lake Ave (West) & Gage Ave

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1190	254	302	855	205	185
Future Volume (vph)	1190	254	302	855	205	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	130		120	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	30	
Link Distance (ft)	987			602	1354	
Travel Time (s)	22.4			13.7	30.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

7: California Ave/Maywood Ave & Gage Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	138	1179	99	48	930	94	17	100	67	79	212	229
Future Volume (vph)	138	1179	99	48	930	94	17	100	67	79	212	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	75		0	0		0	0		70	0		70
Storage Lanes	1		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		602			1441			938			675	
Travel Time (s)		13.7			32.8			21.3			15.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

8: Maywood Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	404	100	11	241	5	32	327	16	22	443	22
Future Volume (vph)	5	404	100	11	241	5	32	327	16	22	443	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	50		0	25		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		636			1014			520			542	
Travel Time (s)		14.5			23.0			11.8			12.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

9: Bissell PI & Randolph St

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	609	9	4	409	3	12
Future Volume (vph)	609	9	4	409	3	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	643			636	611	
Travel Time (s)	14.6			14.5	13.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

10: State St & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	416	108	50	276	86	64	607	41	164	1295	8
Future Volume (vph)	106	416	108	50	276	86	64	607	41	164	1295	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	125		0	133		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		676			839			1172			753	
Travel Time (s)		15.4			19.1			26.6			17.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

11: Arbutus Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	101	15	64	466	42	10	17	42	0	50	27
Future Volume (vph)	76	101	15	64	466	42	10	17	42	0	50	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		50	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1350			676			537			592	
Travel Time (s)		30.7			15.4			12.2			13.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

12: Miles Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	595	64	75	431	48	43	423	63	102	1029	42
Future Volume (vph)	69	595	64	75	431	48	43	423	63	102	1029	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1063			1350			613			853	
Travel Time (s)		24.2			30.7			13.9			19.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

13: Seville Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	651	40	57	452	36	41	172	31	57	340	45
Future Volume (vph)	38	651	40	57	452	36	41	172	31	57	340	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	50		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		389			1063			594			705	
Travel Time (s)		8.8			24.2			13.5			16.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

14: Rita Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	588	86	89	373	81	0	0	0	67	170	76
Future Volume (vph)	69	588	86	89	373	81	0	0	0	67	170	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		411			389			471			200	
Travel Time (s)		9.3			8.8			10.7			4.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics 15: Pacific Blvd & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	552	81	68	356	27	48	610	43	131	736	60
Future Volume (vph)	106	552	81	68	356	27	48	610	43	131	736	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	60		0	40		0	55		0	50		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		405			411			721			629	
Travel Time (s)		9.2			9.3			16.4			14.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

16: Pacific Blvd & Claredon Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	150	47	24	83	55	40	582	70	50	729	29
Future Volume (vph)	34	150	47	24	83	55	40	582	70	50	729	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	70		0	70		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		622			685			437			721	
Travel Time (s)		14.1			15.6			9.9			16.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics
17: Pacific Blvd & Belgrave Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	173	53	61	108	57	44	576	42	134	834	75
Future Volume (vph)	56	173	53	61	108	57	44	576	42	134	834	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	50		0	50		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		324			652			629			681	
Travel Time (s)		7.4			14.8			14.3			15.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

18: Rugby Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	28	602	0	0	383	22	18	55	122	21	0	47
Future Volume (vph)	28	602	0	0	383	22	18	55	122	21	0	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		393			405			494			552	
Travel Time (s)		8.9			9.2			11.2			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

19: Malabar St & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	527	29	80	390	23	12	73	37	54	285	50
Future Volume (vph)	38	527	29	80	390	23	12	73	37	54	285	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	50		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		764			393			572			502	
Travel Time (s)		17.4			8.9			13.0			11.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

20: Santa Fe Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	435	44	135	359	32	9	782	89	31	1186	44
Future Volume (vph)	109	435	44	135	359	32	9	782	89	31	1186	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	70		0	70		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		694			764			610			605	
Travel Time (s)		15.8			17.4			13.9			13.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

21: Albany St & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	548	18	51	465	6	11	5	29	16	28	10
Future Volume (vph)	28	548	18	51	465	6	11	5	29	16	28	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		706			694			480			648	
Travel Time (s)		16.0			15.8			10.9			14.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

22: Randolph St & Regent St



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	5	542	19	446	4	32	43
Future Volume (vph)	5	542	19	446	4	32	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)		0%		0%		0%	
Storage Length (ft)	0		0		0	0	0
Storage Lanes	0		0		0	1	0
Taper Length (ft)	25		25			25	
Link Speed (mph)		30		30		30	
Link Distance (ft)		664		706		606	
Travel Time (s)		15.1		16.0		13.8	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)		0%		0%		0%	
Shared Lane Traffic (%)							

Intersection Summary

Area Type: Other

Lanes and Geometrics

23: Alameda St (East) & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	505	43	18	396	2	27	2	57	12	0	12
Future Volume (vph)	10	505	43	18	396	2	27	2	57	12	0	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		120			664			540			501	
Travel Time (s)		2.7			15.1			12.3			11.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

24: Alameda St (West) & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	460	36	67	388	53	18	594	69	38	803	18
Future Volume (vph)	19	460	36	67	388	53	18	594	69	38	803	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	100		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		525			120			694			930	
Travel Time (s)		11.9			2.7			15.8			21.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

25: Wilmington Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	310	21	98	294	8	31	40	81	74	126	17
Future Volume (vph)	21	310	21	98	294	8	31	40	81	74	126	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		528			525			596			554	
Travel Time (s)		12.0			11.9			13.5			12.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

SimTraffic Performance Report

1: California Ave (East) & Florence Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.1	0.4	0.0	0.5
Denied Del/Veh (s)	0.0	0.4	2.7	0.0	0.5
Total Delay (hr)	11.6	13.3	4.4	11.0	40.3
Total Del/Veh (s)	25.8	42.3	34.0	112.8	43.3

2: California Ave (West) & Florence Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.3	0.0	0.0	0.0	0.1
Total Delay (hr)	21.1	12.5	7.9	7.6	49.1
Total Del/Veh (s)	49.1	31.8	37.8	48.3	42.3

3: Salt Lake Ave (West) & Bell Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.6	0.6
Denied Del/Veh (s)	0.0	0.0	0.0	4.2	1.3
Total Delay (hr)	2.7	0.9	4.3	21.1	29.2
Total Del/Veh (s)	26.8	15.1	32.9	156.6	88.0

4: Bell Ave & Bissell St Performance by approach

Approach	WB	NB	SB	NE	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.2	0.4	0.2
Total Delay (hr)	0.3	0.1	0.2	0.5	1.1
Total Del/Veh (s)	5.8	5.4	6.1	5.5	5.7

5: California Ave & Bell Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.0	0.1	0.1
Total Delay (hr)	0.8	0.5	0.5	1.2	3.0
Total Del/Veh (s)	8.4	8.3	8.2	10.8	9.3

6: Salt Lake Ave (West) & Gage Ave Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.4	0.0	0.0	0.2
Total Delay (hr)	20.6	10.1	2.7	33.4
Total Del/Veh (s)	49.6	40.5	25.9	34.2

SimTraffic Performance Report

7: California Ave/Maywood Ave & Gage Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.2	85.1	0.0	0.0	85.3
Denied Del/Veh (s)	0.4	283.0	0.0	0.0	94.5
Total Delay (hr)	10.4	90.7	0.7	4.2	106.0
Total Del/Veh (s)	25.8	373.7	11.1	29.1	97.5

8: Maywood Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	0.0	0.1	0.1	0.7	0.2
Total Delay (hr)	2.3	1.4	1.1	1.3	6.2
Total Del/Veh (s)	13.9	17.1	10.3	10.4	12.7

9: Bissell Pl & Randolph St Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.6	0.0	0.1	0.3
Total Delay (hr)	0.1	0.2	0.0	0.3
Total Del/Veh (s)	0.6	1.4	5.1	1.0

10: State St & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.2	0.3
Denied Del/Veh (s)	0.2	0.2	0.4	0.5	0.4
Total Delay (hr)	5.2	3.0	2.4	6.5	17.1
Total Del/Veh (s)	27.7	26.1	12.3	16.0	19.4

11: Arbutus Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.1	0.1	0.1
Total Delay (hr)	0.9	1.5	0.1	0.1	2.7
Total Del/Veh (s)	4.3	9.4	4.8	5.4	6.4

12: Miles Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.1	0.2
Denied Del/Veh (s)	0.0	0.0	0.4	0.4	0.2
Total Delay (hr)	12.1	5.6	12.9	16.2	46.9
Total Del/Veh (s)	56.3	34.3	59.6	47.5	36.2

SimTraffic Performance Report

13: Seville Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.2	0.0	0.0	0.1	0.3
Denied Del/Veh (s)	0.8	0.0	0.2	0.5	0.5
Total Delay (hr)	9.2	5.4	2.4	3.8	20.7
Total Del/Veh (s)	45.1	32.6	32.6	27.4	34.9

14: Rita Ave & Randolph St Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	4.6	4.6
Denied Del/Veh (s)	0.0	0.0	57.7	10.4
Total Delay (hr)	0.9	0.7	3.6	5.3
Total Del/Veh (s)	4.4	4.8	48.4	11.9

15: Pacific Blvd & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	7.4	4.5	4.7	17.8	34.4
Total Del/Veh (s)	34.6	34.3	24.2	65.9	32.5

16: Pacific Blvd & Claredon Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.3	0.1	0.3	0.0	0.1
Total Delay (hr)	1.3	0.6	1.1	2.3	5.3
Total Del/Veh (s)	19.2	14.3	6.1	9.0	9.1

17: Pacific Blvd & Belgrave Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.2	0.2
Denied Del/Veh (s)	0.3	0.3	0.0	0.6	0.4
Total Delay (hr)	1.1	1.0	2.1	4.7	8.9
Total Del/Veh (s)	14.2	15.1	10.0	15.6	12.0

18: Rugby Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.0
Total Delay (hr)	0.5	0.2	0.6	0.1	1.4
Total Del/Veh (s)	2.7	1.9	2.3	3.9	3.7

SimTraffic Performance Report

19: Malabar St & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.1	0.2	0.3	0.1
Total Delay (hr)	3.7	2.9	0.6	2.6	9.9
Total Del/Veh (s)	21.9	21.4	15.4	25.2	22.1

20: Santa Fe Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.2
Denied Del/Veh (s)	0.0	0.2	0.2	0.3	0.2
Total Delay (hr)	6.5	4.3	6.5	11.8	29.1
Total Del/Veh (s)	40.1	28.4	25.4	32.6	30.1

21: Albany St & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Delay (hr)	0.3	0.4	0.2	0.3	1.2
Total Del/Veh (s)	1.6	2.9	15.3	17.0	3.6

22: Randolph St & Regent St Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	0.4	0.2	0.2	0.7
Total Del/Veh (s)	2.3	1.6	11.5	2.3

23: Alameda St (East) & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.0
Total Delay (hr)	0.5	5.2	0.7	0.3	6.7
Total Del/Veh (s)	3.0	24.4	11.2	14.2	17.4

24: Alameda St (West) & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	1.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	8.2	8.7	7.4	14.8	39.3
Total Del/Veh (s)	52.9	67.7	41.0	65.5	60.8

SimTraffic Performance Report

25: Wilmington Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.2	0.3	0.1
Total Delay (hr)	1.2	1.8	0.3	0.7	3.9
Total Del/Veh (s)	10.8	16.2	6.9	9.9	12.1

Lanes and Geometrics

1: Otis Ave & Salt Lake Ave (West)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	254	68	128	8	136	5	47	351	7	9	458	146
Future Volume (vph)	254	68	128	8	136	5	47	351	7	9	458	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		654			866			476			134	
Travel Time (s)		14.9			19.7			10.8			3.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

2: Salt Lake Ave (East) & Otis Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	235	124	38	157	52	32	446	124	61	446	0
Future Volume (vph)	13	235	124	38	157	52	32	446	124	61	446	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	60		0	75		0	0		0	45		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		731			1125			134			170	
Travel Time (s)		16.6			25.6			3.0			3.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

3: Otis Ave & Elizabeth St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	46	0	95	63	69	0	400	95	73	413	4
Future Volume (vph)	7	46	0	95	63	69	0	400	95	73	413	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	50		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		126			897			170			520	
Travel Time (s)		2.9			20.4			3.9			11.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

4: Salt Lake Ave (West) & Santa Ana St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	612	3	2	564	148	7	0	16	65	0	5
Future Volume (vph)	5	612	3	2	564	148	7	0	16	65	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		549			221			276			866	
Travel Time (s)		12.5			5.0			6.3			19.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

5: Salt Lake Ave (East) & Santa Ana St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	439	261	5	448	52	254	169	26	63	344	8
Future Volume (vph)	5	439	261	5	448	52	254	169	26	63	344	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		70	0		90	75		0	60		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		221			1950			2304			1125	
Travel Time (s)		5.0			44.3			52.4			25.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

6: Salt Lake Ave (East) & Ardine St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	35	115	10	95	49	45	350	3	10	569	14
Future Volume (vph)	35	35	115	10	95	49	45	350	3	10	569	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	60		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1105			512			1099			2304	
Travel Time (s)		25.1			11.6			25.0			52.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

7: Atlantic Ave & Salt Lake Ave (East)/Patata St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	15	605	190	9	15	394	971	207	9	1193	5
Future Volume (vph)	2	15	605	190	9	15	394	971	207	9	1193	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		70	0		80	0		0	115		0
Storage Lanes	0		1	1		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1099			1232			386			825	
Travel Time (s)		25.0			28.0			8.8			18.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

8: Atlantic Ave & Azalea West

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	269	153	82	1328	1570	388
Future Volume (vph)	269	153	82	1328	1570	388
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	120	0	125			150
Storage Lanes	1	1	2			1
Taper Length (ft)	25		25			
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	30	
Link Distance (ft)	524			642	317	
Travel Time (s)	11.9			14.6	7.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

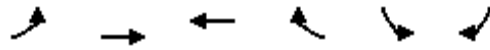
Lanes and Geometrics

9: Atlantic Ave & Firestone Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	165	1460	134	88	1416	276	199	610	100	788	701	177
Future Volume (vph)	165	1460	134	88	1416	276	199	610	100	788	701	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	315		0	210		0	200		0	0		200
Storage Lanes	2		0	1		0	1		0	2		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1083			1044			929			642	
Travel Time (s)		24.6			23.7			21.1			14.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

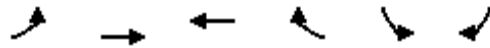
10: Firestone Blvd & Mason St



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑		↱	↱
Traffic Volume (vph)	0	1840	1674	331	35	29
Future Volume (vph)	0	1840	1674	331	35	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	50
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		30	30		30	
Link Distance (ft)		1044	195		282	
Travel Time (s)		23.7	4.4		6.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

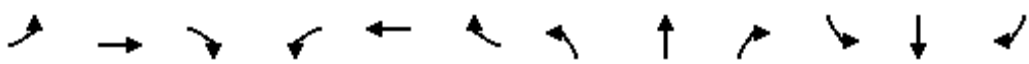
Lanes and Geometrics

11: Firestone Blvd & Firestone Pl



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑		↘	↘
Traffic Volume (vph)	0	1865	1962	20	3	70
Future Volume (vph)	0	1865	1962	20	3	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	90			0	0	0
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		30	30		30	
Link Distance (ft)		195	1120		509	
Travel Time (s)		4.4	25.5		11.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics 12: Rayo Ave & Firestone Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	1823	21	357	1879	68	17	32	1015	122	26	4
Future Volume (vph)	20	1823	21	357	1879	68	17	32	1015	122	26	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	135		0	270		0	0		150	0		0
Storage Lanes	1		0	2		0	0		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1120			1181			882			403	
Travel Time (s)		25.5			26.8			20.0			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										40%		
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

13: Salt Lake Ave & Southern Ave

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	17	16	3	29	21	2
Future Volume (vph)	17	16	3	29	21	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	815			567	783	
Travel Time (s)	18.5			12.9	17.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

14: Center St & Gardendale St

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	704	11	59	556	14	47
Future Volume (vph)	704	11	59	556	14	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	60		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	584			275	1918	
Travel Time (s)	13.3			6.3	43.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

15: Dakota Ave & Gardendale St

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	724	3	2	544	0	3
Future Volume (vph)	724	3	2	544	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	60		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	275			388	1783	
Travel Time (s)	6.3			8.8	40.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

16: Industrial Ave & Gardendale St

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	695	44	13	593	25	14
Future Volume (vph)	695	44	13	593	25	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	60		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	388			1080	1573	
Travel Time (s)	8.8			24.5	35.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

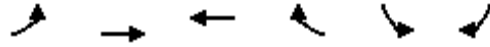
Lanes and Geometrics

17: Center St & Main St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	199	11	47	160	29	8	7	61	37	9	16
Future Volume (vph)	10	199	11	47	160	29	8	7	61	37	9	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		688			204			1470			1918	
Travel Time (s)		15.6			4.6			33.4			43.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

18: Main St & Dakota Ave



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	294	241	0	2	3
Future Volume (vph)	3	294	241	0	2	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Link Speed (mph)		30	30		30	
Link Distance (ft)		204	269		1783	
Travel Time (s)		4.6	6.1		40.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

19: Industrial Ave & Main St & Arizona Ave

												
Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2
Lane Configurations												
Traffic Volume (vph)	15	33	229	45	26	261	7	4	23	4	13	47
Future Volume (vph)	15	33	229	45	26	261	7	4	23	4	13	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%			0%				0%		
Storage Length (ft)		0		0	0		0		0		25	
Storage Lanes		0		0	0		0		0		1	
Taper Length (ft)		25			25				25			
Link Speed (mph)			30			30				30		
Link Distance (ft)			269			708				502		
Travel Time (s)			6.1			16.1				11.4		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%			0%				0%		
Shared Lane Traffic (%)											90%	

Intersection Summary

Area Type: Other

Lanes and Geometrics

19: Industrial Ave & Main St & Arizona Ave

								
Lane Group	SBL2	SBL	SBT	SBR	SWL2	SWL	SWR	SWR2
Lane Configurations								
Traffic Volume (vph)	2	7	7	13	2	7	19	3
Future Volume (vph)	2	7	7	13	2	7	19	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12
Grade (%)			0%			0%		
Storage Length (ft)		0		0		0	0	
Storage Lanes		0		0		1	0	
Taper Length (ft)		25				25		
Link Speed (mph)			30			30		
Link Distance (ft)			1573			568		
Travel Time (s)			35.8			12.9		
Confl. Peds. (#/hr)								
Confl. Bikes (#/hr)								
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0
Parking (#/hr)								
Mid-Block Traffic (%)			0%			0%		
Shared Lane Traffic (%)								
Intersection Summary								

Lanes and Geometrics

20: Century Blvd & Center St

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	13	104	0	0	53	3	2	16	0	0
Future Volume (vph)	13	104	0	0	53	3	2	16	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%		0%		0%	
Storage Length (ft)	50		0	50		0	0	0	0	0
Storage Lanes	1		0	1		0	1	0	0	0
Taper Length (ft)	25			25			25		25	
Link Speed (mph)		30			30		30		30	
Link Distance (ft)		1029			407		1470		74	
Travel Time (s)		23.4			9.3		33.4		1.7	
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)										
Mid-Block Traffic (%)		0%			0%		0%		0%	
Shared Lane Traffic (%)										

Intersection Summary

Area Type: Other

Lanes and Geometrics

21: Century Blvd & Florence Ave



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	75	62	21	0	13
Future Volume (vph)	0	75	62	21	0	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	50			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Link Speed (mph)		30	30		30	
Link Distance (ft)		238	1029		770	
Travel Time (s)		5.4	23.4		17.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

22: Industrial Ave & Lincoln Ave

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	9	17	65	22	9	31
Future Volume (vph)	9	17	65	22	9	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Link Speed (mph)	30		30			30
Link Distance (ft)	567		462			669
Travel Time (s)	12.9		10.5			15.2
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

22: Paramount Blvd & Rosecrans Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	251	1056	206	153	688	178	132	753	217	167	639	217
Future Volume (vph)	251	1056	206	153	688	178	132	753	217	167	639	217
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	215		0	195		50	220		0	200		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		749			3570			2210			2670	
Travel Time (s)		12.8			60.9			37.7			45.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

23: Bianchi Wy & Rosecrans Ave

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑	↑↑	↑	↑
Traffic Volume (vph)	1497	43	11	915	25	15
Future Volume (vph)	1497	43	11	915	25	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		120	75		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			40	30	
Link Distance (ft)	3449			749	601	
Travel Time (s)	58.8			12.8	13.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

24: Hayter Ave & Somerset Blvd

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↖	
Traffic Volume (vph)	999	58	20	653	29	9
Future Volume (vph)	999	58	20	653	29	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	80		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	40			40	30	
Link Distance (ft)	665			1197	510	
Travel Time (s)	11.3			20.4	11.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

25: Lakewood Blvd & Somerset Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	183	678	132	98	388	154	112	895	195	142	942	175
Future Volume (vph)	183	678	132	98	388	154	112	895	195	142	942	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	160		0	90		0	180		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1197			1592			723			1175	
Travel Time (s)		20.4			27.1			12.3			20.0	
Confl. Peds. (#/hr)										168		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

26: Lakewood Blvd & Paseo St



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	11	21	36	1143	1288	30
Future Volume (vph)	11	21	36	1143	1288	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	90			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			40	40	
Link Distance (ft)	421			355	723	
Travel Time (s)	9.6			6.1	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

27: Clark Ave & Flora Vista St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	2	12	15	5	73	30	634	29	19	866	4
Future Volume (vph)	3	2	12	15	5	73	30	634	29	19	866	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			40			30	
Link Distance (ft)		604			103			439			1097	
Travel Time (s)		13.7			2.3			7.5			24.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
28: Clark Ave & Alondra Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	144	798	133	112	723	61	115	616	112	91	673	158
Future Volume (vph)	144	798	133	112	723	61	115	616	112	91	673	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	150		0	55		0	60		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			35			40	
Link Distance (ft)		1692			380			1495			439	
Travel Time (s)		28.8			6.5			29.1			7.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

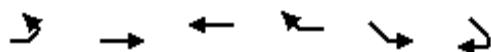
Lanes and Geometrics

29: Pacific Ave & Alondra Blvd

						
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	 			 	 	
Traffic Volume (vph)	1086	85	45	735	70	32
Future Volume (vph)	1086	85	45	735	70	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			40	30	
Link Distance (ft)	380			234	930	
Travel Time (s)	6.5			4.0	21.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

30: Alondra Blvd & Flora Vista St



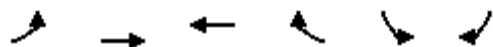
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Volume (vph)	0	1038	853	81	20	4
Future Volume (vph)	0	1038	853	81	20	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Link Speed (mph)		40	40		30	
Link Distance (ft)		234	515		671	
Travel Time (s)		4.0	8.8		15.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

31: Alondra Blvd & Stevens Ave



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	29	1044	889	34	29	28
Future Volume (vph)	29	1044	889	34	29	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	30			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Link Speed (mph)		40	40		30	
Link Distance (ft)		515	540		300	
Travel Time (s)		8.8	9.2		6.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

32: Bellflower Blvd & Flora Vista St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	0	16	78	0	101	4	914	99	91	847	8
Future Volume (vph)	7	0	16	78	0	101	4	914	99	91	847	8
Ideal Flow (vphpl)	1000	1600	1000	1000	1600	1000	1000	1600	1000	1000	1600	1000
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			25			30			30	
Link Distance (ft)		160			916			406			635	
Travel Time (s)		3.6			25.0			9.2			14.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

33: Bellflower Blvd & Manye St

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	138	77	124	873	579	282
Future Volume (vph)	138	77	124	873	579	282
Ideal Flow (vphpl)	1000	1000	1000	1600	1600	1000
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	50	0			50
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	30	
Link Distance (ft)	392			311	406	
Travel Time (s)	8.9			7.1	9.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

34: Bellflower Blvd & Oak St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	93	18	45	15	9	41	37	857	17	40	691	62
Future Volume (vph)	93	18	45	15	9	41	37	857	17	40	691	62
Ideal Flow (vphpl)	1000	1600	1000	1000	1600	1000	1000	1600	1000	1000	1600	1000
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		683			448			404			311	
Travel Time (s)		18.6			12.2			9.2			7.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

35: Dumont Ave & Artesia Blvd

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	1395	85	59	1203	77	103
Future Volume (vph)	1395	85	59	1203	77	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	75		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			40	30	
Link Distance (ft)	1370			1082	456	
Travel Time (s)	23.4			18.4	10.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

36: Studebaker Rd & Artesia Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	610	797	155	146	676	156	236	975	189	175	734	413
Future Volume (vph)	610	797	155	146	676	156	236	975	189	175	734	413
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	0		0	200		125	200		0
Storage Lanes	2		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1082			2423			518			1346	
Travel Time (s)		18.4			41.3			8.8			22.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)			7			3			5			2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

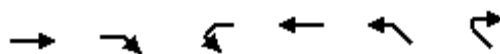
Lanes and Geometrics

37: Studebaker Rd & Business Cir

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	8	18	830	11	8	757
Future Volume (vph)	8	18	830	11	8	757
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	30		40			40
Link Distance (ft)	436		1850			518
Travel Time (s)	9.9		31.5			8.8
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

38: Jersey Ave & 186th St



Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	11	18	56	31	24	23
Future Volume (vph)	11	18	56	31	24	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	164			1304	212	
Travel Time (s)	3.7			29.6	4.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

39: Alburtis Ave & 187th St

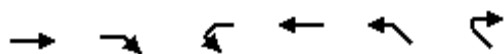
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	98	27	22	67	0	0	0	0	0	0	2
Future Volume (vph)	2	98	27	22	67	0	0	0	0	0	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			30			30			30	
Link Distance (ft)		171			169			306			97	
Travel Time (s)		4.7			3.8			7.0			2.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

40: Corby Ave (West) & 187th St

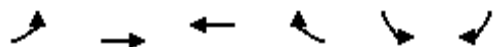


Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	92	7	22	70	30	33
Future Volume (vph)	92	7	22	70	30	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	25			30	30	
Link Distance (ft)	169			210	283	
Travel Time (s)	4.6			4.8	6.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics 41: 187th St & Corby Ave (East)



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	30	95	70	19	21	22
Future Volume (vph)	30	95	70	19	21	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Link Speed (mph)		30	30		30	
Link Distance (ft)		210	365		326	
Travel Time (s)		4.8	8.3		7.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

42: Pioneer Blvd & 186th St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	22	16	9	32	21	18	287	11	25	358	22
Future Volume (vph)	29	22	16	9	32	21	18	287	11	25	358	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1304			492			546			222	
Travel Time (s)		29.6			11.2			12.4			5.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

43: Pioneer Blvd & 187th St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	59	56	16	25	16	43	274	50	9	372	11
Future Volume (vph)	23	59	56	16	25	16	43	274	50	9	372	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		125	0		0	70		0	0		0
Storage Lanes	0		1	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			25			30			30	
Link Distance (ft)		365			713			534			546	
Travel Time (s)		8.3			19.4			12.1			12.4	
Confl. Peds. (#/hr)	18		7	7		18	8		22	22		8
Confl. Bikes (#/hr)						3			2			4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

44: Pioneer Blvd & 188th St

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	16	22	28	395	425	16
Future Volume (vph)	16	22	28	395	425	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	45			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Link Speed (mph)	30			30	30	
Link Distance (ft)	495			541	534	
Travel Time (s)	11.3			12.3	12.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

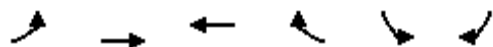
Area Type: Other

Lanes and Geometrics

45: Pioneer Blvd & South St

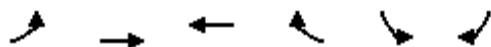
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	106	903	149	182	839	80	163	246	172	96	290	116
Future Volume (vph)	106	903	149	182	839	80	163	246	172	96	290	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	90		0	150		0	200		0	130		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		540			1056			989			541	
Travel Time (s)		12.3			24.0			22.5			12.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics 46: South St & Clarkdale Ave



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	83	1133	1108	74	55	49
Future Volume (vph)	83	1133	1108	74	55	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	100			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		30	30		30	
Link Distance (ft)		1056	590		578	
Travel Time (s)		24.0	13.4		13.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics 47: South St & Elaine Ave



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	77	1104	1094	43	30	96
Future Volume (vph)	77	1104	1094	43	30	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	90			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		30	30		30	
Link Distance (ft)		590	643		698	
Travel Time (s)		13.4	14.6		15.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
48: Norwalk Blvd & South St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	488	62	83	383	134	181	829	121	116	772	112
Future Volume (vph)	141	488	62	83	383	134	181	829	121	116	772	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	150		0	265		0	75		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1309			2630			773			951	
Travel Time (s)		29.8			59.8			17.6			21.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

49: Bloomfield Ave & South St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	134	678	103	226	715	80	117	558	182	97	627	141
Future Volume (vph)	134	678	103	226	715	80	117	558	182	97	627	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	195		0	150		0	200		0	195		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2630			1371			928			870	
Travel Time (s)		59.8			31.2			21.1			19.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics
50: Alburty Ave & South St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	1194	90	82	1032	39	77	10	37	9	9	14
Future Volume (vph)	66	1194	90	82	1032	39	77	10	37	9	9	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	55		0	85		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		562			748			265			376	
Travel Time (s)		12.8			17.0			6.0			8.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

51: Pioneer Blvd & 195th St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	382	122	98	449	116	110	409	111	128	438	95
Future Volume (vph)	56	382	122	98	449	116	110	409	111	128	438	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	125		0	180		0	150		0	145		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		992			1031			1683			1880	
Travel Time (s)		22.5			23.4			38.3			42.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

52: Pioneer Blvd & Los Coyotes Blvd/Eberle St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	35	19	48	37	21	12	456	29	37	500	99
Future Volume (vph)	115	35	19	48	37	21	12	456	29	37	500	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		50	0		0	85		0	85		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		620			532			965			1683	
Travel Time (s)		14.1			12.1			21.9			38.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

53: Pioneer Blvd & Del Amo Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	119	1070	193	93	972	72	199	299	119	175	306	73
Future Volume (vph)	119	1070	193	93	972	72	199	299	119	175	306	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	190		75	150		0	200		0	175		100
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1114			783			628			965	
Travel Time (s)		25.3			17.8			14.3			21.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

54: Pioneer Blvd & 183rd St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	208	482	55	66	505	123	57	357	43	164	360	197
Future Volume (vph)	208	482	55	66	505	123	57	357	43	164	360	197
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	90		0	160		120
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		643			732			444			964	
Travel Time (s)		14.6			16.6			10.1			21.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

SimTraffic Performance Report

1: Otis Ave & Salt Lake Ave (West) Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	99.6	0.0	111.9	0.0	211.6
Denied Del/Veh (s)	811.5	0.0	978.1	0.0	569.3
Total Delay (hr)	26.6	0.4	18.9	0.6	46.4
Total Del/Veh (s)	360.8	10.7	320.3	6.3	164.6

2: Salt Lake Ave (East) & Otis Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	23.2	0.0	0.0	0.0	23.2
Denied Del/Veh (s)	253.4	0.1	0.0	0.0	73.4
Total Delay (hr)	22.9	0.8	1.0	3.0	27.8
Total Del/Veh (s)	289.8	12.9	12.3	38.0	104.2

3: Otis Ave & Elizabeth St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	41.4	0.0	57.4	188.9
Denied Del/Veh (s)	0.1	91.8	0.0	23.5	619.8
Total Delay (hr)	0.1	20.5	0.2	14.1	34.9
Total Del/Veh (s)	7.5	1473.1	2.3	104.2	255.8

4: Santa Ana St & Salt Lake Ave (West) Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.2	0.0	0.0	0.0	53.6
Denied Del/Veh (s)	0.1	0.0	0.1	0.0	150.0
Total Delay (hr)	18.9	0.4	3.8	12.7	35.8
Total Del/Veh (s)	121.3	2.3	625.8	1574.1	1070.3

5: Salt Lake Ave (East) & Santa Ana St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	1.5	3.8	0.0	5.4
Denied Del/Veh (s)	0.8	10.8	30.2	0.0	11.0
Total Delay (hr)	4.1	49.6	66.1	38.3	158.1
Total Del/Veh (s)	25.9	358.8	519.2	505.3	264.9

6: Salt Lake Ave (East) & Ardine St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.1
Total Delay (hr)	0.7	0.5	8.3	2.0	11.4
Total Del/Veh (s)	12.6	12.1	71.4	18.1	19.6

SimTraffic Performance Report

7: Atlantic Ave & Salt Lake Ave (East)/Patata St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	128.7	128.8
Denied Del/Veh (s)	0.0	0.7	0.0	387.8	131.1
Total Delay (hr)	3.7	5.0	34.6	41.8	85.0
Total Del/Veh (s)	26.6	84.0	73.3	143.0	81.2

8: Atlantic Ave & Azalea West Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.8	0.1	0.0	0.2
Total Delay (hr)	2.1	5.6	3.8	11.6
Total Del/Veh (s)	18.2	13.6	8.6	9.4

9: Atlantic Ave & Firestone Blvd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	76.5	2.8	0.2	0.0	79.5
Denied Del/Veh (s)	147.7	5.6	0.7	0.0	47.8
Total Delay (hr)	108.0	65.7	16.2	25.9	215.7
Total Del/Veh (s)	214.5	126.4	61.8	65.7	89.6

10: Firestone Blvd & Mason St Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	6.8	7.3	0.2	14.4
Total Del/Veh (s)	11.5	12.5	10.3	12.4

11: Firestone Blvd & Firestone PI Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.1	0.1	0.0
Total Delay (hr)	3.2	19.4	0.3	23.0
Total Del/Veh (s)	6.6	34.0	13.8	24.1

12: Rayo Ave & Firestone Blvd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.3	0.2	0.0	0.5
Denied Del/Veh (s)	0.0	0.5	0.7	0.1	0.4
Total Delay (hr)	26.5	21.8	9.4	1.9	59.6
Total Del/Veh (s)	53.1	32.9	30.5	47.0	40.2

SimTraffic Performance Report

13: Salt Lake Ave & Southern Ave Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.2	4.0	1.3

14: Center St & Gardendale St Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.6	0.1	0.0	0.4
Total Delay (hr)	0.2	0.2	0.3	0.7
Total Del/Veh (s)	0.9	1.3	17.2	1.9

15: Dakota Ave & Gardendale St Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.0	0.2
Total Del/Veh (s)	0.4	0.5	11.0	0.5

16: Industrial Ave & Gardendale St Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.6	0.0	0.3
Total Delay (hr)	0.2	0.2	0.1	0.5
Total Del/Veh (s)	1.0	1.2	28.9	1.3

17: Center St & Main St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.1	0.0	0.1
Total Delay (hr)	0.0	0.0	0.1	0.1	0.3
Total Del/Veh (s)	0.5	0.7	4.5	6.5	1.7

18: Main St & Dakota Ave Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.3	0.3	5.4	0.4

SimTraffic Performance Report

19: Industrial Ave & Main St & Arizona Ave Performance by approach

Approach	EB	WB	NB	SB	SW	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.2	2.0	0.0	0.1	0.3
Total Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.5
Total Del/Veh (s)	1.2	1.0	5.9	5.0	7.8	2.1

20: Century Blvd & Center St Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.1	0.0	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.5	0.0	1.2	0.7

21: Century Blvd & Florence Ave Performance by approach

Approach	EB	WB	SW	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.1	0.3	1.6	0.3

22: Industrial Ave & Lincoln Ave Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.4	0.1	0.8	0.7

SimTraffic Performance Report

22: Paramount Blvd & Rosecrans Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.1	0.1	0.1	0.3
Denied Del/Veh (s)	0.0	0.3	0.4	0.3	0.3
Total Delay (hr)	12.9	9.2	10.3	12.3	44.7
Total Del/Veh (s)	25.4	23.2	37.1	20.8	22.7

23: Bianchi Wy & Rosecrans Ave Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.0	0.1	0.1
Total Delay (hr)	6.9	3.8	0.0	10.8
Total Del/Veh (s)	26.2	23.2	3.2	22.7

24: Hayter Ave & Somerset Blvd Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.3	0.0	0.1	0.2
Total Delay (hr)	0.2	0.5	0.1	0.8
Total Del/Veh (s)	0.7	2.5	18.1	1.6

25: Lakewood Blvd & Somerset Blvd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.1	0.8	0.2	1.0
Denied Del/Veh (s)	0.0	0.6	2.3	0.5	0.9
Total Delay (hr)	8.2	5.6	23.9	10.6	48.2
Total Del/Veh (s)	27.3	31.2	70.1	29.9	46.5

26: Lakewood Blvd & Paseo St Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.1	0.3	0.0	0.2
Total Delay (hr)	0.1	0.6	1.7	2.4
Total Del/Veh (s)	12.9	1.9	4.8	4.5

27: Clark Ave & Flora Vista St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	0.1	0.4	0.0	0.2	0.1
Total Delay (hr)	0.1	0.4	1.1	4.9	6.5
Total Del/Veh (s)	22.4	13.4	5.4	18.8	13.0

SimTraffic Performance Report

28: Clark Ave & Alondra Blvd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.2	0.2	1.5	0.9	2.8
Denied Del/Veh (s)	0.5	0.6	6.2	3.6	2.6
Total Delay (hr)	21.1	10.3	53.6	22.0	107.0
Total Del/Veh (s)	66.7	41.1	89.0	81.9	69.3

29: Pacific Ave & Alondra Blvd Performance by approach

Approach	EB	WB	NW	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.4	0.0	0.1	0.2
Total Delay (hr)	5.5	2.1	0.4	7.9
Total Del/Veh (s)	16.5	8.8	13.4	13.3

30: Alondra Blvd & Flora Vista St Performance by approach

Approach	EB	WB	SE	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	0.8	0.9	0.2	2.0
Total Del/Veh (s)	2.6	3.4	41.4	3.4

31: Alondra Blvd & Stevens Ave Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.2	0.1	0.1
Total Delay (hr)	0.5	0.1	0.3	0.9
Total Del/Veh (s)	1.6	0.6	17.5	1.6

32: Bellflower Blvd & Flora Vista St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.1	0.1
Total Delay (hr)	0.1	0.5	4.4	10.5	15.5
Total Del/Veh (s)	10.5	11.3	15.6	38.8	25.5

33: Bellflower Blvd & Manye St Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.1
Total Delay (hr)	1.1	7.8	7.2	12.7
Total Del/Veh (s)	18.6	24.2	27.5	19.4

SimTraffic Performance Report

34: Bellflower Blvd & Oak St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.2	0.3
Denied Del/Veh (s)	0.3	0.2	0.5	0.8	0.6
Total Delay (hr)	1.7	0.7	9.8	8.9	16.3
Total Del/Veh (s)	18.7	19.5	36.4	32.7	28.3

35: Dumont Ave & Artesia Blvd Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.2	0.0	0.0	0.2
Denied Del/Veh (s)	0.5	0.0	0.2	0.3
Total Delay (hr)	38.2	3.5	1.7	43.4
Total Del/Veh (s)	88.4	9.5	13.5	21.6

36: Studebaker Rd & Artesia Blvd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	44.3	0.0	2.7	9.3	56.4
Denied Del/Veh (s)	100.4	0.1	7.1	24.6	38.1
Total Delay (hr)	74.5	14.6	18.6	80.1	187.8
Total Del/Veh (s)	169.4	52.0	47.1	208.4	99.8

37: Studebaker Rd & Business Cir Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.1
Total Delay (hr)	0.1	0.5	0.8	1.4
Total Del/Veh (s)	8.0	1.9	3.0	2.6

38: Jersey Ave & 186th St Performance by approach

Approach	EB	WB	NW	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.1	0.1
Total Delay (hr)	0.0	0.1	0.0	0.1
Total Del/Veh (s)	0.1	2.3	3.5	2.4

39: Alburtis Ave & 187th St Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.2	0.6	1.6	0.4

SimTraffic Performance Report

40: Corby Ave (West) & 187th St Performance by approach

Approach	EB	WB	NW	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.1	0.9	3.9	2.0

41: 187th St & Corby Ave (East) Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.5	0.9	3.8	1.3

42: Pioneer Blvd & 186th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.4	0.2
Total Delay (hr)	0.3	0.3	0.5	0.4	1.5
Total Del/Veh (s)	20.0	18.7	4.7	3.3	6.1

43: Pioneer Blvd & 187th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.2	0.0	0.0	0.1
Total Delay (hr)	0.5	0.2	1.1	0.5	2.3
Total Del/Veh (s)	12.6	11.4	8.7	4.7	8.1

44: Pioneer Blvd & 188th St Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.1	0.3	0.1	0.6
Total Del/Veh (s)	6.4	2.4	1.2	2.1

45: Pioneer Blvd & South St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.2	0.0	0.2	0.0	0.4
Denied Del/Veh (s)	0.6	0.0	1.1	0.1	0.4
Total Delay (hr)	15.6	9.5	4.7	4.3	34.1
Total Del/Veh (s)	47.1	29.5	28.7	30.9	38.4

SimTraffic Performance Report

46: South St & Clarkdale Ave Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	4.7	6.5	0.4	11.6
Total Del/Veh (s)	14.1	20.1	13.0	18.2

47: South St & Elaine Ave Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.3	0.2	0.1
Total Delay (hr)	2.3	3.1	0.3	5.7
Total Del/Veh (s)	7.2	9.9	8.8	8.9

48: Norwalk Blvd & South St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.2	0.1	0.4
Denied Del/Veh (s)	0.0	0.0	0.7	0.5	0.3
Total Delay (hr)	6.5	5.8	8.8	9.3	30.5
Total Del/Veh (s)	20.2	21.1	27.4	33.0	25.3

49: Bloomfield Ave & South St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.2	0.1	0.1	0.5
Denied Del/Veh (s)	0.2	0.6	0.6	0.5	0.5
Total Delay (hr)	9.0	9.0	6.2	6.5	30.7
Total Del/Veh (s)	35.0	31.1	25.6	26.5	29.7

50: Alburtis Ave & South St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.2	0.0	0.0	0.0	0.2
Denied Del/Veh (s)	0.5	0.0	0.1	0.1	0.3
Total Delay (hr)	3.9	3.9	0.8	0.1	8.7
Total Del/Veh (s)	10.5	11.9	22.4	15.6	11.7

51: Pioneer Blvd & 195th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.1	0.0	0.0	0.2
Denied Del/Veh (s)	0.4	0.5	0.1	0.1	0.3
Total Delay (hr)	2.8	3.0	2.8	3.2	11.9
Total Del/Veh (s)	17.1	16.6	16.3	17.3	16.8

SimTraffic Performance Report

52: Pioneer Blvd & Los Coyotes Blvd/Eberle St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.8	0.2	0.0	0.0	0.1
Total Delay (hr)	0.9	0.5	1.0	1.3	3.7
Total Del/Veh (s)	20.1	18.6	7.1	6.8	9.3

53: Pioneer Blvd & Del Amo Blvd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.3	0.1	0.2	0.0	0.6
Denied Del/Veh (s)	0.7	0.4	1.2	0.0	0.6
Total Delay (hr)	11.1	10.5	5.2	5.3	32.2
Total Del/Veh (s)	29.1	33.4	30.6	32.2	31.1

54: Pioneer Blvd & 183rd St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.2	0.1	0.0	0.4	0.7
Denied Del/Veh (s)	1.0	0.5	0.2	1.8	0.9
Total Delay (hr)	5.5	5.3	2.8	4.4	18.2
Total Del/Veh (s)	25.8	27.8	22.8	21.6	24.6

BUILD (2042)

[illegible]

Build (2042)						
No	Intersection Name	Jurisdiction	Control Type	Synchro/SimTraffic Intersection Number	Build (2042): Synchro/SimTraffic Report Name	
					AM	PM
89	Artesia Blvd/Dumont Ave	Cerritos	Traffic Signal	35	WSAB Build Alternatives (2042) AM (I-105 Freeway to Pioneer Boulevard Portion)	WSAB Build Alternatives (2042) PM (I-105 Freeway to Pioneer Boulevard Portion)
90	Artesia Blvd/Studebaker Rd	Cerritos	Traffic Signal	36	WSAB Build Alternatives (2042) AM (I-105 Freeway to Pioneer Boulevard Portion)	WSAB Build Alternatives (2042) PM (I-105 Freeway to Pioneer Boulevard Portion)
91	Business Cir/Studebaker Rd	Cerritos	Two-Way Stop	37	WSAB Build Alternatives (2042) AM (I-105 Freeway to Pioneer Boulevard Portion)	WSAB Build Alternatives (2042) PM (I-105 Freeway to Pioneer Boulevard Portion)
92	186th St/Jersey Ave	Artesia	All-Way Stop	38	WSAB Build Alternatives (2042) AM (I-105 Freeway to Pioneer Boulevard Portion)	WSAB Build Alternatives (2042) PM (I-105 Freeway to Pioneer Boulevard Portion)
93	187th St/Alburtis Ave	Artesia	Two-Way Stop	39	WSAB Build Alternatives (2042) AM (I-105 Freeway to Pioneer Boulevard Portion)	WSAB Build Alternatives (2042) PM (I-105 Freeway to Pioneer Boulevard Portion)
94	187th St/Corby Ave (West)	Artesia	Two-Way Stop	40	WSAB Build Alternatives (2042) AM (I-105 Freeway to Pioneer Boulevard Portion)	WSAB Build Alternatives (2042) PM (I-105 Freeway to Pioneer Boulevard Portion)
95	187th St/Corby Ave (East)	Artesia	Two-Way Stop	41	WSAB Build Alternatives (2042) AM (I-105 Freeway to Pioneer Boulevard Portion)	WSAB Build Alternatives (2042) PM (I-105 Freeway to Pioneer Boulevard Portion)
96	186th St/Pioneer Blvd	Artesia	Traffic Signal	42	WSAB Build Alternatives (2042) AM (I-105 Freeway to Pioneer Boulevard Portion)	WSAB Build Alternatives (2042) PM (I-105 Freeway to Pioneer Boulevard Portion)
97	187th St/Pioneer Blvd	Artesia	Traffic Signal	43	WSAB Build Alternatives (2042) AM (I-105 Freeway to Pioneer Boulevard Portion)	WSAB Build Alternatives (2042) PM (I-105 Freeway to Pioneer Boulevard Portion)
98	188th St/Pioneer Blvd	Artesia				
99	South St/Pioneer Blvd	Cerritos	Traffic Signal	45	WSAB Build Alternatives (2042) AM (I-105 Freeway to Pioneer Boulevard Portion)	WSAB Build Alternatives (2042) PM (I-105 Freeway to Pioneer Boulevard Portion)
100	South St/Clarkdale Ave	Artesia	Traffic Signal	46	WSAB Build Alternatives (2042) AM (I-105 Freeway to Pioneer Boulevard Portion)	WSAB Build Alternatives (2042) PM (I-105 Freeway to Pioneer Boulevard Portion)
101	South St/Elaine Ave	Artesia	Traffic Signal	47	WSAB Build Alternatives (2042) AM (I-105 Freeway to Pioneer Boulevard Portion)	WSAB Build Alternatives (2042) PM (I-105 Freeway to Pioneer Boulevard Portion)
102	South St/Norwalk Blvd	Cerritos	Traffic Signal	48	WSAB Build Alternatives (2042) AM (I-105 Freeway to Pioneer Boulevard Portion)	WSAB Build Alternatives (2042) PM (I-105 Freeway to Pioneer Boulevard Portion)
103	South St/Bloomfield Ave	Artesia	Traffic Signal	49	WSAB Build Alternatives (2042) AM (I-105 Freeway to Pioneer Boulevard Portion)	WSAB Build Alternatives (2042) PM (I-105 Freeway to Pioneer Boulevard Portion)
104	South St/Alburtis Ave	Cerritos	Traffic Signal	50	WSAB Build Alternatives (2042) AM (I-105 Freeway to Pioneer Boulevard Portion)	WSAB Build Alternatives (2042) PM (I-105 Freeway to Pioneer Boulevard Portion)
105	195th St/Pioneer Blvd	Cerritos	Traffic Signal	51	WSAB Build Alternatives (2042) AM (I-105 Freeway to Pioneer Boulevard Portion)	WSAB Build Alternatives (2042) PM (I-105 Freeway to Pioneer Boulevard Portion)
106	Los Coyotes Blvd/Pioneer Blvd	Cerritos	Traffic Signal	52	WSAB Build Alternatives (2042) AM (I-105 Freeway to Pioneer Boulevard Portion)	WSAB Build Alternatives (2042) PM (I-105 Freeway to Pioneer Boulevard Portion)
107	Del Amo Blvd/Pioneer Blvd	Cerritos	Traffic Signal	53	WSAB Build Alternatives (2042) AM (I-105 Freeway to Pioneer Boulevard Portion)	WSAB Build Alternatives (2042) PM (I-105 Freeway to Pioneer Boulevard Portion)
108	183rd St/Pioneer Blvd	South Gate	Traffic Signal	54	WSAB Build Alternatives (2042) AM (I-105 Freeway to Pioneer Boulevard Portion)	WSAB Build Alternatives (2042) PM (I-105 Freeway to Pioneer Boulevard Portion)
109	Industrial Ave/Lincoln Ave	South Gate	Two-Way Stop	22	WSAB Alternative 2 (2042) AM (Florence Avenue to I-105 Freeway Portion)	WSAB Alternative 2 (2042) PM (Florence Avenue to I-105 Freeway Portion)
110	Pioneer Blvd/Station Parking Structure/Solana Pl	Artesia	Traffic Signal	55	WSAB Build Alternatives (2042) AM (I-105 Freeway to Pioneer Boulevard Portion)	WSAB Build Alternatives (2042) PM (I-105 Freeway to Pioneer Boulevard Portion)

Lanes and Geometrics

1: California Ave (East) & Florence Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (vph)	58	1185	225	0	1370	121	416	168	4	55	155	56
Future Volume (vph)	58	1185	225	0	1370	121	416	168	4	55	155	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	70		0	200		50	100		0	0		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		193			955			574			460	
Travel Time (s)		4.4			21.7			13.0			10.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

2: California Ave (West) & Florence Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 	  						 	
Traffic Volume (vph)	32	1012	112	186	1497	174	181	530	360	120	301	64
Future Volume (vph)	32	1012	112	186	1497	174	181	530	360	120	301	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	90		0	150		0	125		0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		840			190			316			325	
Travel Time (s)		19.1			4.3			7.2			7.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

3: Salt Lake Ave (West) & Bell Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	110	97	83	122	78	91	545	123	17	321	42
Future Volume (vph)	52	110	97	83	122	78	91	545	123	17	321	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	0		0	50		50	50		50
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			No			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		589			98			1283			1354	
Travel Time (s)		13.4			2.2			29.2			30.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

4: Bell Ave & Bissell St

												
Lane Group	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER	NER2
Lane Configurations												
Traffic Volume (vph)	31	168	40	24	18	39	37	24	15	21	195	25
Future Volume (vph)	31	168	40	24	18	39	37	24	15	21	195	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%		0%		
Storage Length (ft)		0	0	0		0	0		0	0	0	
Storage Lanes		1	0	0		0	0		0	1	0	
Taper Length (ft)		25		25			25			25		
Link Speed (mph)		30			30			30		30		
Link Distance (ft)		589			505			682		552		
Travel Time (s)		13.4			11.5			15.5		12.5		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%		0%		
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

5: California Ave & Bell Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	124	32	72	204	97	41	299	91	85	122	38
Future Volume (vph)	83	124	32	72	204	97	41	299	91	85	122	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		395			693			545			420	
Travel Time (s)		9.0			15.8			12.4			9.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

6: Salt Lake Ave (West) & Gage Ave

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	683	144	223	842	475	185
Future Volume (vph)	683	144	223	842	475	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		120	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	30	
Link Distance (ft)	987			94	1354	
Travel Time (s)	22.4			2.1	30.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

7: California Ave/Maywood Ave & Gage Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	749	50	69	939	112	31	161	137	36	116	190
Future Volume (vph)	177	749	50	69	939	112	31	161	137	36	116	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	75		0	0		0	0		70	0		70
Storage Lanes	1		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		509			1441			938			675	
Travel Time (s)		11.6			32.8			21.3			15.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

8: Maywood Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	263	58	13	332	28	55	475	10	6	286	6
Future Volume (vph)	94	263	58	13	332	28	55	475	10	6	286	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	50		0	25		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		636			1014			520			542	
Travel Time (s)		14.5			23.0			11.8			12.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

9: Bissell PI & Randolph St

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	400	6	13	627	3	4
Future Volume (vph)	400	6	13	627	3	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	643			636	611	
Travel Time (s)	14.6			14.5	13.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

10: State St & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			  			  			 	
Traffic Volume (vph)	325	247	63	85	463	196	0	1616	54	116	574	0
Future Volume (vph)	325	247	63	85	463	196	0	1616	54	116	574	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		150	0		0	125		150	133		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		300			839			1172			753	
Travel Time (s)		6.8			19.1			26.6			17.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

11: Arbutus Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↱	↱			↱			↱
Traffic Volume (vph)	0	454	12	0	486	37	0	0	59	0	0	37
Future Volume (vph)	0	454	12	0	486	37	0	0	59	0	0	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		50	0		0	0		0
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1350			373			537			592	
Travel Time (s)		30.7			8.5			12.2			13.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

12: Miles Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	217	422	42	78	366	129	251	701	69	0	465	66
Future Volume (vph)	217	422	42	78	366	129	251	701	69	0	465	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1063			1350			613			853	
Travel Time (s)		24.2			30.7			13.9			19.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

13: Seville Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	113	494	23	217	557	58	30	386	48	30	138	41
Future Volume (vph)	113	494	23	217	557	58	30	386	48	30	138	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		389			1063			594			705	
Travel Time (s)		8.8			24.2			13.5			16.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

14: Rita Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	577	83	0	597	50	0	0	0	0	0	18
Future Volume (vph)	0	577	83	0	597	50	0	0	0	0	0	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		411			389			471			200	
Travel Time (s)		9.3			8.8			10.7			4.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

15: Pacific Blvd & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	488	63	66	455	97	0	933	30	199	524	36
Future Volume (vph)	64	488	63	66	455	97	0	933	30	199	524	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	55		0	50		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		405			411			721			629	
Travel Time (s)		9.2			9.3			16.4			14.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics
16: Pacific Blvd & Claredon Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	176	65	42	134	76	100	1006	81	25	417	212
Future Volume (vph)	29	176	65	42	134	76	100	1006	81	25	417	212
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	70		0	70		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		622			685			437			721	
Travel Time (s)		14.1			15.6			9.9			16.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics
17: Pacific Blvd & Belgrave Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	165	105	38	129	69	43	941	70	49	439	48
Future Volume (vph)	96	165	105	38	129	69	43	941	70	49	439	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	50		0	50		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		324			652			629			681	
Travel Time (s)		7.4			14.8			14.3			15.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

18: Rugby Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	495	0	0	486	25	107	303	111	40	0	28
Future Volume (vph)	121	495	0	0	486	25	107	303	111	40	0	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		393			405			494			552	
Travel Time (s)		8.9			9.2			11.2			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

19: Malabar St & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	579	25	0	509	28	0	0	32	0	0	49
Future Volume (vph)	0	579	25	0	509	28	0	0	32	0	0	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		764			393			572			502	
Travel Time (s)		17.4			8.9			13.0			11.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

20: Santa Fe Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	221	368	31	141	447	29	43	1487	71	0	597	56
Future Volume (vph)	221	368	31	141	447	29	43	1487	71	0	597	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	100		0	0		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		694			764			610			605	
Travel Time (s)		15.8			17.4			13.9			13.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

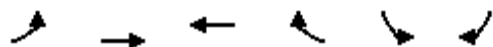
Lanes and Geometrics

21: Albany St & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	521	5	133	421	10	66	24	82	14	9	6
Future Volume (vph)	76	521	5	133	421	10	66	24	82	14	9	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		706			694			480			648	
Travel Time (s)		16.0			15.8			10.9			14.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

22: Randolph St & Regent St



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Volume (vph)	0	546	538	24	0	12
Future Volume (vph)	0	546	538	24	0	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	0	1
Taper Length (ft)	25				25	
Link Speed (mph)		30	30		30	
Link Distance (ft)		464	706		606	
Travel Time (s)		10.5	16.0		13.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

24: Alameda St (West) & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	448	28	76	336	137	6	814	88	29	419	16
Future Volume (vph)	56	448	28	76	336	137	6	814	88	29	419	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	0		200	0		0	100		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		525			120			801			930	
Travel Time (s)		11.9			2.7			18.2			21.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

25: Wilmington Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					  							
Traffic Volume (vph)	0	421	91	0	339	28	0	0	125	0	0	9
Future Volume (vph)	0	421	91	0	339	28	0	0	125	0	0	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		528			525			596			554	
Travel Time (s)		12.0			11.9			13.5			12.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

SimTraffic Performance Report

1: California Ave (East) & Florence Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	65.0	90.7	0.0	155.7
Denied Del/Veh (s)	0.0	161.0	568.6	0.4	161.1
Total Delay (hr)	9.3	90.0	20.0	3.4	122.7
Total Del/Veh (s)	25.4	256.7	167.4	50.5	143.2

2: California Ave (West) & Florence Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	50.2	0.0	0.0	0.0	50.2
Denied Del/Veh (s)	159.2	0.1	0.0	0.0	47.5
Total Delay (hr)	80.4	7.4	14.4	10.0	112.2
Total Del/Veh (s)	289.2	17.3	58.2	95.2	103.2

3: Salt Lake Ave (West) & Bell Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.1
Total Delay (hr)	4.7	0.9	12.0	3.7	21.4
Total Del/Veh (s)	64.4	13.7	70.8	39.4	52.7

4: Bell Ave & Bissell St Performance by approach

Approach	WB	NB	SB	NE	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.1	0.1	0.1
Total Delay (hr)	0.4	0.1	0.1	0.2	0.8
Total Del/Veh (s)	20.4	16.8	16.4	12.4	13.9

5: California Ave & Bell Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.3	0.9	0.0	0.4
Total Delay (hr)	0.5	3.3	2.4	1.2	7.4
Total Del/Veh (s)	8.9	13.1	17.4	14.5	13.7

6: Salt Lake Ave (West) & Gage Ave Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Delay (hr)	14.6	1.1	3.6	19.3
Total Del/Veh (s)	74.7	13.1	34.2	64.9

SimTraffic Performance Report

7: California Ave/Maywood Ave & Gage Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.6	0.1	0.0	0.0	0.6
Denied Del/Veh (s)	2.2	0.2	0.0	0.0	0.8
Total Delay (hr)	11.7	14.4	0.8	1.4	28.3
Total Del/Veh (s)	79.2	76.6	10.1	14.2	69.4

8: Maywood Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.1	0.2	0.3	0.2
Total Delay (hr)	3.7	1.9	1.7	0.9	8.2
Total Del/Veh (s)	28.5	17.7	12.9	10.7	17.0

9: Bissell Pl & Randolph St Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.3	0.3	0.1	0.3
Total Delay (hr)	0.0	0.5	0.0	0.5
Total Del/Veh (s)	0.4	2.4	6.9	1.6

10: State St & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.4	115.5	380.0	0.1	496.0
Denied Del/Veh (s)	2.5	557.5	791.1	0.7	476.1
Total Delay (hr)	5.4	61.0	87.9	23.2	177.5
Total Del/Veh (s)	32.7	390.9	275.1	118.1	212.2

11: Arbutus Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.1	0.1	0.1
Total Delay (hr)	0.5	0.1	0.1	0.1	0.8
Total Del/Veh (s)	4.3	1.3	4.7	4.8	3.1

12: Miles Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	4.4	3.8	7.1	0.0	15.3
Denied Del/Veh (s)	24.9	30.7	25.5	0.1	21.1
Total Delay (hr)	17.4	24.8	27.9	8.9	78.9
Total Del/Veh (s)	100.2	201.3	97.8	59.0	107.8

SimTraffic Performance Report

13: Seville Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	3.6	74.9	34.6	0.0	113.2
Denied Del/Veh (s)	22.1	365.6	268.1	0.3	203.4
Total Delay (hr)	12.2	34.0	20.3	3.1	69.6
Total Del/Veh (s)	75.3	198.1	173.9	50.3	135.8

14: Rita Ave & Randolph St Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	2.9	0.3	0.0	3.3
Total Del/Veh (s)	15.9	2.6	5.9	10.2

15: Pacific Blvd & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	10.4	10.5
Denied Del/Veh (s)	0.0	0.0	0.0	49.1	12.9
Total Delay (hr)	7.6	6.1	25.1	16.4	55.2
Total Del/Veh (s)	45.3	47.3	80.2	77.7	67.3

16: Pacific Blvd & Claredon Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	1.2	0.0	1.2
Denied Del/Veh (s)	0.3	0.3	3.6	0.0	1.9
Total Delay (hr)	1.3	1.4	7.6	1.6	12.0
Total Del/Veh (s)	18.1	19.8	22.9	9.5	18.5

17: Pacific Blvd & Belgrave Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	0.3	0.2	0.0	0.5	0.2
Total Delay (hr)	2.1	1.2	7.2	1.7	12.3
Total Del/Veh (s)	20.4	19.5	23.2	11.3	19.2

18: Rugby Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.2	0.0	6.5	0.0	6.7
Denied Del/Veh (s)	1.3	0.1	44.4	0.1	15.6
Total Delay (hr)	10.0	2.6	12.2	1.0	25.9
Total Del/Veh (s)	64.2	23.8	83.2	50.2	59.7

SimTraffic Performance Report

19: Malabar St & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.3	0.0	0.0	0.0	0.3
Denied Del/Veh (s)	1.7	0.0	0.1	0.1	0.8
Total Delay (hr)	3.4	0.3	0.1	0.1	3.8
Total Del/Veh (s)	22.3	1.7	7.4	5.8	11.9

20: Santa Fe Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.6	36.0	0.1	36.7
Denied Del/Veh (s)	0.2	3.8	81.3	0.5	40.1
Total Delay (hr)	10.6	11.4	33.3	10.3	65.7
Total Del/Veh (s)	71.7	77.3	76.5	55.6	71.6

21: Albany St & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.4	30.0	0.0	30.5
Denied Del/Veh (s)	0.4	2.8	654.9	0.1	87.8
Total Delay (hr)	6.5	11.8	13.9	0.4	32.7
Total Del/Veh (s)	41.9	84.0	596.8	57.4	99.8

22: Randolph St & Regent St Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	10.7	0.0	10.7
Denied Del/Veh (s)	0.0	81.0	0.1	38.8
Total Delay (hr)	0.2	19.9	0.0	20.1
Total Del/Veh (s)	1.7	160.8	7.1	75.2

24: Alameda St (West) & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	185.8	0.0	185.8
Denied Del/Veh (s)	0.0	0.1	729.6	0.0	280.3
Total Delay (hr)	6.2	2.0	59.1	8.9	76.2
Total Del/Veh (s)	41.5	16.9	332.5	61.0	129.1

25: Wilmington Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.1	0.1	0.3
Total Delay (hr)	10.7	0.2	16.0	0.0	27.0
Total Del/Veh (s)	71.8	2.6	78.1	4.8	34.0

Lanes and Geometrics

1: Otis Ave & Salt Lake Ave (West)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	310	43	103	7	169	17	106	369	3	9	371	103
Future Volume (vph)	310	43	103	7	169	17	106	369	3	9	371	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	150		0	150		0	0		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			No			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		654			737			476			146	
Travel Time (s)		14.9			16.8			10.8			3.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

2: Salt Lake Ave (East) & Otis Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	169	56	45	232	43	54	474	174	54	378	0
Future Volume (vph)	7	169	56	45	232	43	54	474	174	54	378	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		0	250		0	0		0	45		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			No			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		731			1214			159			124	
Travel Time (s)		16.6			27.6			3.6			2.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

3: Otis Ave & Elizabeth St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	39	0	70	80	99	4	385	134	77	378	5
Future Volume (vph)	2	39	0	70	80	99	4	385	134	77	378	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	50		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		126			897			124			520	
Travel Time (s)		2.9			20.4			2.8			11.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

4: Salt Lake Ave (West) & Santa Ana St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	821	8	0	452	156	0	0	37	60	0	7
Future Volume (vph)	22	821	8	0	452	156	0	0	37	60	0	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	0		0	0		0	150		0
Storage Lanes	1		0	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			No			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		549			154			276			737	
Travel Time (s)		12.5			3.5			6.3			16.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

5: Salt Lake Ave (East) & Santa Ana St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	445	321	4	383	69	269	233	7	33	352	2
Future Volume (vph)	30	445	321	4	383	69	269	233	7	33	352	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		70	150		90	250		0	250		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			No
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		199			1950			2244			1214	
Travel Time (s)		4.5			44.3			51.0			27.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

6: Salt Lake Ave (East) & Ardine St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	87	124	10	60	55	50	407	8	25	593	4
Future Volume (vph)	24	87	124	10	60	55	50	407	8	25	593	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	150		0	150		0	150		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		154			512			1099			2244	
Travel Time (s)		3.5			11.6			25.0			51.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

7: Atlantic Ave & Salt Lake Ave (East)/Patata St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	9	713	120	3	13	431	1159	129	10	967	3
Future Volume (vph)	4	9	713	120	3	13	431	1159	129	10	967	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		70	0		80	0		0	115		0
Storage Lanes	0		1	1		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1099			1232			386			825	
Travel Time (s)		25.0			28.0			8.8			18.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

8: Atlantic Ave & Azalea West

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 				 		 	  		  	  	
Traffic Volume (vph)	80	0	18	27	0	7	13	1559	340	85	1512	106
Future Volume (vph)	80	0	18	27	0	7	13	1559	340	85	1512	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	120		0	0		0	125		0	150		150
Storage Lanes	1		1	0		1	2		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		524			219			642			317	
Travel Time (s)		11.9			5.0			14.6			7.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

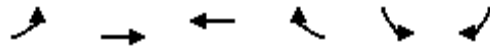
Lanes and Geometrics

9: Atlantic Ave & Firestone Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	  	 		  	 		  	 		  	 	  
Traffic Volume (vph)	275	1571	144	63	1437	263	155	1037	60	952	787	163
Future Volume (vph)	275	1571	144	63	1437	263	155	1037	60	952	787	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	315		0	210		0	200		0	0		200
Storage Lanes	2		0	1		0	1		0	2		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1083			982			929			642	
Travel Time (s)		24.6			22.3			21.1			14.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

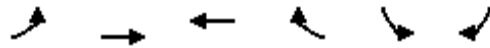
10: Firestone Blvd & Mason St



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑		↑	↑
Traffic Volume (vph)	0	1904	1849	296	14	9
Future Volume (vph)	0	1904	1849	296	14	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	50
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		30	30		30	
Link Distance (ft)		982	165		235	
Travel Time (s)		22.3	3.8		5.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

11: Firestone Blvd & Firestone Pl



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑		↑	↑
Traffic Volume (vph)	0	1930	2131	5	2	18
Future Volume (vph)	0	1930	2131	5	2	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	90			0	0	0
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		30	30		30	
Link Distance (ft)		170	1043		509	
Travel Time (s)		3.9	23.7		11.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

12: Rayo Ave & Firestone Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 	  				  		 	
Traffic Volume (vph)	14	1805	10	315	2097	91	3	20	1181	40	3	7
Future Volume (vph)	14	1805	10	315	2097	91	3	20	1181	40	3	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	135		0	270		0	0		150	0		0
Storage Lanes	1		0	2		0	0		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1043			1181			882			403	
Travel Time (s)		23.7			26.8			20.0			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										47%		
Intersection Summary												
Area Type:	Other											

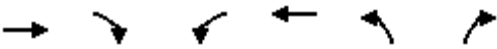
Lanes and Geometrics

13: Salt Lake Ave & Southern Ave

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	31	18	0	20	38	2
Future Volume (vph)	31	18	0	20	38	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	815			82	783	
Travel Time (s)	18.5			1.9	17.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

14: Center St & Gardendale St

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	660	22	35	1089	17	57
Future Volume (vph)	660	22	35	1089	17	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	60		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	584			275	1918	
Travel Time (s)	13.3			6.3	43.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

15: Dakota Ave & Gardendale St

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	630	5	0	1021	0	0
Future Volume (vph)	630	5	0	1021	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	60		0	0
Storage Lanes		0	0		0	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	275			122	1780	
Travel Time (s)	6.3			2.8	40.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

16: Industrial Ave & Gardendale St

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	679	29	69	1091	31	10
Future Volume (vph)	679	29	69	1091	31	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	60		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	266			1080	1573	
Travel Time (s)	6.0			24.5	35.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

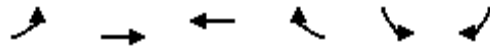
17: Center St & Main St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	236	12	48	330	31	9	24	38	34	35	15
Future Volume (vph)	13	236	12	48	330	31	9	24	38	34	35	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		688			202			1470			1918	
Travel Time (s)		15.6			4.6			33.4			43.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics 18: Main St & Dakota Ave



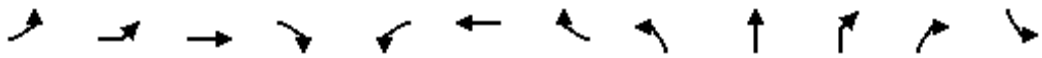
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑↑	
Traffic Volume (vph)	0	312	390	0	0	5
Future Volume (vph)	0	312	390	0	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Link Speed (mph)		30	30		30	
Link Distance (ft)		202	69		1780	
Travel Time (s)		4.6	1.6		40.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

19: Industrial Ave & Main St & Arizona Ave

												
Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	NBR2	SBL
Lane Configurations												
Traffic Volume (vph)	19	29	270	35	29	400	10	38	9	12	48	4
Future Volume (vph)	19	29	270	35	29	400	10	38	9	12	48	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%			0%			0%			
Storage Length (ft)		0		0	0		0	0		25		0
Storage Lanes		0		0	0		0	0		1		0
Taper Length (ft)		25			25			25				25
Link Speed (mph)			30			30			30			
Link Distance (ft)			202			708			502			
Travel Time (s)			4.6			16.1			11.4			
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%			0%			0%			
Shared Lane Traffic (%)										77%		

Intersection Summary

Area Type: Other

Lanes and Geometrics

19: Industrial Ave & Main St & Arizona Ave

						
Lane Group	SBT	SBR	SWL2	SWL	SWR	SWR2
Lane Configurations						
Traffic Volume (vph)	86	23	9	8	48	2
Future Volume (vph)	86	23	9	8	48	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%		
Storage Length (ft)		0		0	0	
Storage Lanes		0		1	0	
Taper Length (ft)				25		
Link Speed (mph)	30			30		
Link Distance (ft)	1573			568		
Travel Time (s)	35.8			12.9		
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%		
Shared Lane Traffic (%)						
Intersection Summary						

Lanes and Geometrics

20: Century Blvd & Center St

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	10	168	0	0	128	5	4	24	0	0
Future Volume (vph)	10	168	0	0	128	5	4	24	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%		0%		0%	
Storage Length (ft)	50		0	50		0	0	0	0	0
Storage Lanes	1		0	1		0	1	0	0	0
Taper Length (ft)	25			25			25		25	
Link Speed (mph)		30			30		30		30	
Link Distance (ft)		1029			275		1470		74	
Travel Time (s)		23.4			6.3		33.4		1.7	
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)										
Mid-Block Traffic (%)		0%			0%		0%		0%	
Shared Lane Traffic (%)										
Intersection Summary										
Area Type:	Other									

Lanes and Geometrics

21: Century Blvd & Florence Ave



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	15	243	104	31	3	45
Future Volume (vph)	15	243	104	31	3	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	50			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Link Speed (mph)		30	30		30	
Link Distance (ft)		238	1029		770	
Travel Time (s)		5.4	23.4		17.5	
Confl. Peds. (#/hr)					2	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

22: Industrial Ave & Lincoln Ave

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	14	13	71	29	14	134
Future Volume (vph)	14	13	71	29	14	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Link Speed (mph)	30		30			30
Link Distance (ft)	567		462			669
Travel Time (s)	12.9		10.5			15.2
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

SimTraffic Performance Report

1: Otis Ave & Salt Lake Ave (West) Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	91.0	0.0	137.8	0.0	228.8
Denied Del/Veh (s)	114.8	0.0	148.2	0.6	108.6
Total Delay (hr)	12.3	1.3	6.9	1.1	19.5
Total Del/Veh (s)	187.1	49.8	124.7	35.1	122.8

2: Salt Lake Ave (East) & Otis Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.7	0.0	0.3	0.0	0.5
Total Delay (hr)	1.9	1.7	1.3	0.9	5.8
Total Del/Veh (s)	46.1	43.0	20.1	17.6	36.4

3: Otis Ave & Elizabeth St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	67.2	0.0	49.9	117.1
Denied Del/Veh (s)	0.1	588.5	0.0	317.0	432.1
Total Delay (hr)	0.1	25.9	0.2	18.5	44.7
Total Del/Veh (s)	6.4	342.3	2.0	143.8	138.8

4: Santa Ana St & Salt Lake Ave (West) Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.5	1.9	2.4
Denied Del/Veh (s)	0.0	0.0	0.7	123.8	86.1
Total Delay (hr)	20.5	0.3	8.4	12.1	41.3
Total Del/Veh (s)	94.2	3.1	82.3	1222.1	823.4

5: Salt Lake Ave (East) & Santa Ana St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.4	0.0	0.4
Denied Del/Veh (s)	0.0	0.4	5.4	0.0	3.6
Total Delay (hr)	1.7	28.7	21.8	4.1	56.3
Total Del/Veh (s)	16.7	173.4	161.1	51.3	146.8

6: Salt Lake Ave (East) & Ardine St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.1	0.1	0.0	0.1
Total Delay (hr)	0.8	0.2	3.9	2.3	7.2
Total Del/Veh (s)	11.8	8.9	30.6	18.2	25.2

SimTraffic Performance Report

7: Atlantic Ave & Salt Lake Ave (East)/Patata St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.3	0.2	0.5
Denied Del/Veh (s)	0.0	0.9	0.5	0.4	0.5
Total Delay (hr)	2.9	2.6	13.3	18.7	37.5
Total Del/Veh (s)	19.8	66.9	32.0	72.3	53.2

8: Atlantic Ave & Azalea West Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.7	0.0	0.1	0.0	0.1
Total Delay (hr)	0.4	0.1	5.1	2.0	7.6
Total Del/Veh (s)	22.2	29.4	11.3	5.0	10.6

9: Atlantic Ave & Firestone Blvd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	23.3	0.7	56.4	1.4	81.8
Denied Del/Veh (s)	42.8	1.2	171.7	2.8	95.2
Total Delay (hr)	92.2	46.3	91.1	29.2	258.8
Total Del/Veh (s)	171.1	96.9	294.3	61.7	140.2

10: Firestone Blvd & Mason St Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	9.7	5.2	0.1	15.0
Total Del/Veh (s)	12.6	10.1	8.3	10.9

11: Firestone Blvd & Firestone PI Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1
Total Delay (hr)	5.7	29.1	0.1	34.9
Total Del/Veh (s)	12.2	65.4	10.1	44.5

12: Rayo Ave & Firestone Blvd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.2	0.6	0.0	0.8
Denied Del/Veh (s)	0.0	0.4	1.7	0.1	0.5
Total Delay (hr)	28.3	14.4	12.7	1.1	56.5
Total Del/Veh (s)	58.4	24.7	45.2	40.2	42.3

SimTraffic Performance Report

13: Salt Lake Ave & Southern Ave Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.1	0.1
Total Delay (hr)	0.1	0.0	0.1	0.1
Total Del/Veh (s)	6.9	0.7	6.1	6.4

14: Center St & Gardendale St Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.1	0.1	0.0	0.2
Denied Del/Veh (s)	0.6	0.3	0.0	0.4
Total Delay (hr)	0.4	0.6	0.6	1.6
Total Del/Veh (s)	2.0	2.0	48.8	3.0

15: Dakota Ave & Gardendale St Performance by approach

Approach	EB	WB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.6	0.4	1.9
Total Del/Veh (s)	8.2	1.2	3.8

16: Industrial Ave & Gardendale St Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.5	0.0	0.5
Denied Del/Veh (s)	0.1	1.6	0.1	1.7
Total Delay (hr)	0.3	4.2	2.6	38.1
Total Del/Veh (s)	1.6	14.7	594.2	70.1

17: Center St & Main St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.1	0.1	0.1
Total Delay (hr)	0.0	0.1	0.1	0.2	0.6
Total Del/Veh (s)	0.7	1.3	10.0	9.7	2.6

18: Main St & Dakota Ave Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.5	0.1	0.0	0.6
Total Del/Veh (s)	6.4	0.5	4.1	2.6

SimTraffic Performance Report

19: Industrial Ave & Main St & Arizona Ave Performance by approach

Approach	EB	WB	NB	SB	SW	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	0.3	2.0	0.0	0.2	0.4
Total Delay (hr)	0.2	0.4	0.9	1.3	0.5	3.3
Total Del/Veh (s)	2.5	2.9	14.3	17.3	17.3	10.4

20: Century Blvd & Center St Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.4	1.0	2.4	1.0

21: Century Blvd & Florence Ave Performance by approach

Approach	EB	WB	SW	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.4	0.0	0.1	0.3
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.3	0.7	2.5	0.6

22: Industrial Ave & Lincoln Ave Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.1
Total Delay (hr)	0.0	0.0	0.1	0.1
Total Del/Veh (s)	3.6	0.2	1.8	1.4

Lanes and Geometrics

22: Paramount Blvd & Rosecrans Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	210	843	257	194	994	112	280	568	281	102	751	433
Future Volume (vph)	210	843	257	194	994	112	280	568	281	102	751	433
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	215		0	195		50	220		0	200		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		725			3570			2210			2670	
Travel Time (s)		12.4			60.9			37.7			45.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics
23: Bianchi Wy & Rosecrans Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			 							
Traffic Volume (vph)	59	1365	147	27	1315	226	34	0	15	74	0	19
Future Volume (vph)	59	1365	147	27	1315	226	34	0	15	74	0	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		120	75		0	0		0	0		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		3454			725			628			172	
Travel Time (s)		58.9			12.4			14.3			3.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

24: Hayter Ave & Somerset Blvd

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	652	39	14	911	66	17
Future Volume (vph)	652	39	14	911	66	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	80		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			40	30	
Link Distance (ft)	916			162	455	
Travel Time (s)	15.6			2.8	10.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

25: Lakewood Blvd & Somerset Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	132	380	115	191	608	159	117	1013	238	94	1032	209
Future Volume (vph)	132	380	115	191	608	159	117	1013	238	94	1032	209
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	160		0	90		0	180		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1032			1592			614			1175	
Travel Time (s)		17.6			27.1			10.5			20.0	
Confl. Peds. (#/hr)			8									
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

26: Lakewood Blvd & Paseo St

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	36	54	22	1321	1314	25
Future Volume (vph)	36	54	22	1321	1314	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	90			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			40	40	
Link Distance (ft)	480			357	107	
Travel Time (s)	10.9			6.1	1.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
27: Clark Ave & Flora Vista St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	24	0	0	80	0	723	6	0	709	3
Future Volume (vph)	0	0	24	0	0	80	0	723	6	0	709	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			40			30	
Link Distance (ft)		597			103			106			1097	
Travel Time (s)		13.6			2.3			1.8			24.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
28: Clark Ave & Alondra Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	107	545	92	183	868	75	124	616	112	80	626	152
Future Volume (vph)	107	545	92	183	868	75	124	616	112	80	626	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	150		0	55		0	60		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			35			40	
Link Distance (ft)		1692			283			1495			333	
Travel Time (s)		28.8			4.8			29.1			5.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

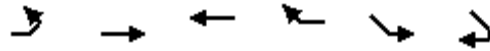
Lanes and Geometrics

29: Pacific Ave & Alondra Blvd

						
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	 			 		
Traffic Volume (vph)	788	35	0	1051	0	41
Future Volume (vph)	788	35	0	1051	0	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	0		0	1
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			40	30	
Link Distance (ft)	283			215	930	
Travel Time (s)	4.8			3.7	21.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

30: Alondra Blvd & Flora Vista St



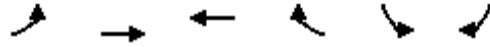
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑	↑↑			
Traffic Volume (vph)	0	905	1150	77	0	0
Future Volume (vph)	0	905	1150	77	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	0	0
Taper Length (ft)	25				25	
Link Speed (mph)		40	40		30	
Link Distance (ft)		235	396		769	
Travel Time (s)		4.0	6.8		17.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

31: Alondra Blvd & Stevens Ave



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	14	830	1189	25	46	31
Future Volume (vph)	14	830	1189	25	46	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	30			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Link Speed (mph)		40	40		30	
Link Distance (ft)		396	540		300	
Travel Time (s)		6.8	9.2		6.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

32: Bellflower Blvd & Flora Vista St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	0	38	94	2	120	109	707	51	69	729	254
Future Volume (vph)	90	0	38	94	2	120	109	707	51	69	729	254
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			25			30			30	
Link Distance (ft)		162			916			283			635	
Travel Time (s)		3.7			25.0			6.4			14.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

33: Bellflower Blvd & Mayne St

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	63	50	134	896	489	256
Future Volume (vph)	63	50	134	896	489	256
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	50	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	30	
Link Distance (ft)	385			331	103	
Travel Time (s)	8.8			7.5	2.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

34: Bellflower Blvd & Oak St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	11	39	3	8	11	36	827	6	21	577	35
Future Volume (vph)	77	11	39	3	8	11	36	827	6	21	577	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		683			448			404			331	
Travel Time (s)		18.6			12.2			9.2			7.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

35: Dumont Ave & Artesia Blvd

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1258	135	77	1408	92	70
Future Volume (vph)	1258	135	77	1408	92	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	75		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			30	30	
Link Distance (ft)	1358			243	478	
Travel Time (s)	23.1			5.5	10.9	
Confl. Peds. (#/hr)			65			
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

36: Studebaker Rd & Artesia Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 			 	
Traffic Volume (vph)	522	524	179	159	661	277	131	524	66	164	634	480
Future Volume (vph)	522	524	179	159	661	277	131	524	66	164	634	480
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	225		150	200		125	200		0
Storage Lanes	2		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		851			1997			520			1346	
Travel Time (s)		14.5			34.0			8.9			22.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)			7			3			5			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

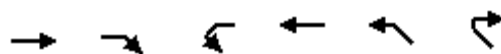
Lanes and Geometrics

37: Studebaker Rd & Business Cir

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	18	43	622	34	15	728
Future Volume (vph)	18	43	622	34	15	728
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	30		40			40
Link Distance (ft)	294		245			520
Travel Time (s)	6.7		4.2			8.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

38: Jersey Ave & 186th St



Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	→	→	←	←	←	←
Traffic Volume (vph)	35	39	59	35	17	104
Future Volume (vph)	35	39	59	35	17	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	160			140	235	
Travel Time (s)	3.6			3.2	5.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

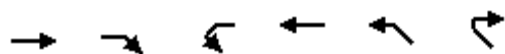
39: Alburtis Ave & 187th St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	88	16	0	31	0	56	0	0	0	0	2
Future Volume (vph)	0	88	16	0	31	0	56	0	0	0	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			30			30			30	
Link Distance (ft)		168			181			207			92	
Travel Time (s)		4.6			4.1			4.7			2.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics 40: Corby Ave (West) & 187th St

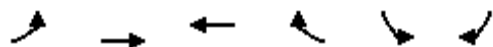


Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	0	38	0	0	30	0
Future Volume (vph)	0	38	0	0	30	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		1	0		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	25			30	30	
Link Distance (ft)	181			210	230	
Travel Time (s)	4.9			4.8	5.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics 41: 187th St & Corby Ave (East)



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations				↰	↰	
Traffic Volume (vph)	0	0	0	53	24	0
Future Volume (vph)	0	0	0	53	24	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Link Speed (mph)		25	30		30	
Link Distance (ft)		210	373		297	
Travel Time (s)		5.7	8.5		6.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

42: Pioneer Blvd & 186th St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	88	10	22	44	17	4	254	4	6	380	23
Future Volume (vph)	68	88	10	22	44	17	4	254	4	6	380	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		1180			433			557			218	
Travel Time (s)		26.8			9.8			15.2			5.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

43: Pioneer Blvd & 187th St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	28	76	0	9	0	196	31	12	358	0
Future Volume (vph)	0	0	28	76	0	9	0	196	31	12	358	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		125	0		0	70		0	0		0
Storage Lanes	0		1	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			25			25			25	
Link Distance (ft)		373			715			365			557	
Travel Time (s)		8.5			19.5			10.0			15.2	
Confl. Peds. (#/hr)	18		7	7		18	8		22	22		8
Confl. Bikes (#/hr)						3			2			4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

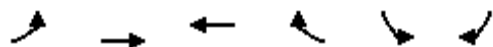
Lanes and Geometrics

45: Pioneer Blvd & South St

																						
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR										
Lane Configurations		 			 			 			 											
Traffic Volume (vph)	45	584	74	120	992	280	150	463	183	112	247	104										
Future Volume (vph)	45	584	74	120	992	280	150	463	183	112	247	104										
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900										
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12										
Grade (%)	0%				0%				0%		0%											
Storage Length (ft)	102		100	150		100	75		100	135		100										
Storage Lanes	1		1	1		1	1		1	1		1										
Taper Length (ft)	25			25			25			25												
Right Turn on Red			Yes				Yes		Yes													
Link Speed (mph)	30				30				25		25											
Link Distance (ft)	707				1055				824		538											
Travel Time (s)	16.1				24.0				22.5		14.7											
Confl. Peds. (#/hr)																						
Confl. Bikes (#/hr)																						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92										
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%										
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%										
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0										
Parking (#/hr)																						
Mid-Block Traffic (%)	0%				0%				0%		0%											
Shared Lane Traffic (%)																						
Intersection Summary																						
Area Type:	Other																					

Lanes and Geometrics

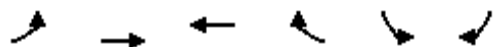
46: South St & Clarkdale Ave



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	107	775	1302	93	39	44
Future Volume (vph)	107	775	1302	93	39	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	100			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		30	30		30	
Link Distance (ft)		1055	590		569	
Travel Time (s)		24.0	13.4		12.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

47: South St & Elaine Ave



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	71	754	1324	35	27	51
Future Volume (vph)	71	754	1324	35	27	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	100			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		30	30		30	
Link Distance (ft)		590	640		773	
Travel Time (s)		13.4	14.5		17.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

48: Norwalk Blvd & South St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	111	412	83	88	1072	112	125	563	70	87	502	157
Future Volume (vph)	111	412	83	88	1072	112	125	563	70	87	502	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	150		0	265		0	75		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1307			2630			773			951	
Travel Time (s)		29.7			59.8			17.6			21.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

49: Bloomfield Ave & South St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	404	78	168	929	120	118	613	234	136	523	223
Future Volume (vph)	142	404	78	168	929	120	118	613	234	136	523	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	195		0	150		0	200		0	195		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2630			1371			928			870	
Travel Time (s)		59.8			31.2			21.1			19.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

50: Alburto Ave & South St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Traffic Volume (vph)	28	689	30	24	1066	20	21	6	7	10	6	14
Future Volume (vph)	28	689	30	24	1066	20	21	6	7	10	6	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	55		0	85		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		562			751			265			376	
Travel Time (s)		12.8			17.1			6.0			8.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

51: Pioneer Blvd & 195th St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	360	115	136	513	104	128	455	87	64	338	75
Future Volume (vph)	96	360	115	136	513	104	128	455	87	64	338	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	125		0	180		0	150		0	145		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		992			1031			1683			1881	
Travel Time (s)		22.5			23.4			45.9			51.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

52: Pioneer Blvd & Los Coyotes Blvd/Eberle St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	23	27	41	40	20	16	520	25	42	417	124
Future Volume (vph)	103	23	27	41	40	20	16	520	25	42	417	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		50	0		0	85		0	85		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		622			532			965			1683	
Travel Time (s)		14.1			12.1			26.3			45.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

53: Pioneer Blvd & Del Amo Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	109	731	134	92	1424	70	212	374	306	134	228	119
Future Volume (vph)	109	731	134	92	1424	70	212	374	306	134	228	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	190		75	150		0	200		0	175		100
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		1114			783			628			965	
Travel Time (s)		25.3			17.8			17.1			26.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

54: Pioneer Blvd & 183rd St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	311	71	99	413	116	45	252	46	98	322	109
Future Volume (vph)	70	311	71	99	413	116	45	252	46	98	322	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	90		0	160		120
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		612			727			447			677	
Travel Time (s)		13.9			16.5			12.2			18.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

55: Pioneer Blvd & Station Parking Structure/Solana PI

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	154	7	0	6	558	301	2	3	274	116
Future Volume (vph)	0	0	154	7	0	6	558	301	2	3	274	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	60		0	100		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		240			213			366			337	
Travel Time (s)		5.5			4.8			8.3			7.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

SimTraffic Performance Report

22: Paramount Blvd & Rosecrans Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.1	0.1	0.1	0.3
Denied Del/Veh (s)	0.0	0.3	0.6	0.2	0.3
Total Delay (hr)	37.8	22.7	15.2	25.9	101.6
Total Del/Veh (s)	97.7	63.9	53.4	70.8	69.7

23: Bianchi Wy & Rosecrans Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.0	0.1	0.1	0.1
Total Delay (hr)	3.1	3.9	0.4	0.5	7.9
Total Del/Veh (s)	6.7	9.0	32.4	21.6	9.3

24: Hayter Ave & Somerset Blvd Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.1	0.1
Total Delay (hr)	1.1	0.7	0.2	2.0
Total Del/Veh (s)	15.6	12.7	10.4	13.4

25: Lakewood Blvd & Somerset Blvd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.2	0.0	0.2	0.4
Denied Del/Veh (s)	0.0	0.7	0.1	0.4	0.3
Total Delay (hr)	10.3	12.4	17.8	14.3	53.9
Total Del/Veh (s)	56.0	45.3	45.9	37.9	44.8

26: Lakewood Blvd & Paseo St Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.3	0.0	0.3
Denied Del/Veh (s)	0.1	0.7	0.0	0.3
Total Delay (hr)	0.7	8.0	1.2	10.0
Total Del/Veh (s)	28.1	21.0	3.3	12.8

27: Clark Ave & Flora Vista St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.2	0.1
Total Delay (hr)	1.2	0.1	0.3	6.2	7.8
Total Del/Veh (s)	172.1	5.5	1.3	30.3	17.1

SimTraffic Performance Report

28: Clark Ave & Alondra Blvd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.3	0.1	1.8	2.3
Denied Del/Veh (s)	0.6	1.1	0.5	7.3	2.4
Total Delay (hr)	14.3	12.1	21.1	12.8	60.4
Total Del/Veh (s)	71.2	40.2	86.3	53.1	61.1

29: Pacific Ave & Alondra Blvd Performance by approach

Approach	EB	WB	NW	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.1	0.1
Total Delay (hr)	2.4	2.1	0.3	4.9
Total Del/Veh (s)	11.3	7.0	29.9	9.2

30: Alondra Blvd & Flora Vista St Performance by approach

Approach	EB	WB	All
Denied Delay (hr)	0.0	0.4	0.4
Denied Del/Veh (s)	0.0	1.2	0.7
Total Delay (hr)	0.3	16.3	19.8
Total Del/Veh (s)	1.2	49.5	34.5

31: Alondra Blvd & Stevens Ave Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	3.9	3.0	6.8
Denied Del/Veh (s)	0.0	11.5	13.0	11.4
Total Delay (hr)	0.3	12.2	4.6	17.2
Total Del/Veh (s)	1.4	36.5	36.2	28.9

32: Bellflower Blvd & Flora Vista St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	1.5	0.2	0.0	0.0	0.2
Total Delay (hr)	1.2	1.3	2.5	6.7	11.7
Total Del/Veh (s)	20.7	21.2	10.0	24.4	18.1

33: Bellflower Blvd & Mayne St Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	1.0	0.0	1.0
Denied Del/Veh (s)	0.2	3.8	0.0	1.9
Total Delay (hr)	0.7	9.1	0.7	10.4
Total Del/Veh (s)	19.5	32.7	2.6	18.2

SimTraffic Performance Report

34: Bellflower Blvd & Oak St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	0.2	0.1	0.0	0.3	0.1
Total Delay (hr)	0.9	0.1	5.1	4.5	10.6
Total Del/Veh (s)	26.0	21.1	21.0	25.6	22.1

35: Dumont Ave & Artesia Blvd Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.2	0.3	0.0	0.4
Denied Del/Veh (s)	0.4	0.6	0.2	0.5
Total Delay (hr)	12.1	3.8	1.3	17.2
Total Del/Veh (s)	30.5	9.3	27.1	24.2

36: Studebaker Rd & Artesia Blvd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.3	0.0	0.2	0.5
Denied Del/Veh (s)	0.0	0.9	0.1	0.6	0.4
Total Delay (hr)	23.8	11.3	6.8	19.6	61.6
Total Del/Veh (s)	63.3	36.1	34.8	55.7	49.4

37: Studebaker Rd & Business Cir Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.1	0.3	1.0	1.5
Total Del/Veh (s)	3.3	1.9	4.0	3.3

38: Jersey Ave & 186th St Performance by approach

Approach	EB	WB	NW	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.1	0.2
Total Del/Veh (s)	0.9	1.4	6.8	5.5

39: Alburtis Ave & 187th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.1	0.1	0.1
Total Delay (hr)	0.0	0.1	0.1	0.0	0.1
Total Del/Veh (s)	0.2	1.5	2.9	2.5	1.4

SimTraffic Performance Report

40: Corby Ave (West) & 187th St Performance by approach

Approach	EB	WB	NW	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.1	0.4	1.5	0.7

41: 187th St & Corby Ave (East) Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.1	0.2
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.8	0.5	1.5	1.0

42: Pioneer Blvd & 186th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	0.1	0.1	0.1	0.5	0.3
Total Delay (hr)	1.0	0.4	0.3	0.4	2.2
Total Del/Veh (s)	24.9	17.2	4.4	3.7	11.0

43: Pioneer Blvd & 187th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.0	0.0	0.0
Total Delay (hr)	0.1	0.5	0.4	0.6	1.5
Total Del/Veh (s)	2.4	18.4	3.8	4.7	5.2

45: Pioneer Blvd & South St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.2	0.0	0.3	0.0	0.5
Denied Del/Veh (s)	0.8	0.1	1.5	0.0	0.6
Total Delay (hr)	4.2	9.8	8.7	3.3	26.0
Total Del/Veh (s)	21.7	24.3	40.1	25.2	27.6

46: South St & Clarkdale Ave Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	1.9	4.1	0.4	6.3
Total Del/Veh (s)	7.7	10.2	19.0	9.9

SimTraffic Performance Report

47: South St & Elaine Ave Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.3	0.2	0.2
Total Delay (hr)	2.4	4.0	0.2	6.5
Total Del/Veh (s)	11.5	11.4	8.8	11.2

48: Norwalk Blvd & South St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.1	0.3
Denied Del/Veh (s)	0.0	0.0	0.7	0.5	0.3
Total Delay (hr)	4.5	12.1	6.4	6.7	30.8
Total Del/Veh (s)	20.8	37.6	30.6	33.8	30.8

49: Bloomfield Ave & South St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.2	0.1	0.2	0.5
Denied Del/Veh (s)	0.1	0.5	0.6	0.6	0.5
Total Delay (hr)	5.7	11.7	9.6	5.7	33.6
Total Del/Veh (s)	30.9	38.3	34.5	28.8	33.3

50: Alburtis Ave & South St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.3	0.0	0.1	0.1	0.1
Total Delay (hr)	0.8	2.0	0.3	0.2	3.2
Total Del/Veh (s)	3.7	5.9	28.5	23.8	15.7

51: Pioneer Blvd & 195th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.1	0.0	0.0	0.2
Denied Del/Veh (s)	0.6	0.6	0.0	0.0	0.4
Total Delay (hr)	2.7	3.8	4.1	2.1	12.8
Total Del/Veh (s)	17.2	18.4	21.8	16.3	18.7

52: Pioneer Blvd & Los Coyotes Blvd/Eberle St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	1.0	0.2	0.0	0.0	0.1
Total Delay (hr)	0.8	0.5	3.6	1.1	6.0
Total Del/Veh (s)	19.2	19.1	22.6	6.5	15.3

SimTraffic Performance Report

53: Pioneer Blvd & Del Amo Blvd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.2	1.3	0.2	0.0	1.8
Denied Del/Veh (s)	0.8	2.9	1.0	0.0	1.6
Total Delay (hr)	4.6	24.0	10.2	5.4	48.1
Total Del/Veh (s)	21.9	56.4	45.9	40.9	44.1

54: Pioneer Blvd & 183rd St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.1	0.0	0.2	0.4
Denied Del/Veh (s)	0.6	0.6	0.0	1.5	0.8
Total Delay (hr)	2.7	3.6	1.7	2.3	10.3
Total Del/Veh (s)	20.5	20.3	18.2	15.4	18.8

55: Pioneer Blvd & Station Parking Structure/Solana PI Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.2	0.1	0.5	0.0	0.3
Total Delay (hr)	0.2	0.1	2.4	0.3	3.0
Total Del/Veh (s)	5.2	14.8	9.8	3.0	7.4

Lanes and Geometrics

1: California Ave (East) & Florence Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (vph)	31	1288	352	2	1075	55	293	111	5	69	202	53
Future Volume (vph)	31	1288	352	2	1075	55	293	111	5	69	202	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	70		0	200		50	100		0	0		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		193			955			574			460	
Travel Time (s)		4.4			21.7			13.0			10.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

2: California Ave (West) & Florence Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	1305	214	213	1089	113	157	331	284	130	478	74
Future Volume (vph)	38	1305	214	213	1089	113	157	331	284	130	478	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	90		0	150		0	125		0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		840			190			316			325	
Travel Time (s)		19.1			4.3			7.2			7.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

3: Salt Lake Ave (West) & Bell Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	201	136	83	124	43	84	302	91	63	478	32
Future Volume (vph)	43	201	136	83	124	43	84	302	91	63	478	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	50		50	50		50
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		589			98			1283			1354	
Travel Time (s)		13.4			2.2			29.2			30.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

4: Bell Ave & Bissell St

												
Lane Group	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER	NER2
Lane Configurations												
Traffic Volume (vph)	14	161	48	21	14	37	63	19	27	16	275	28
Future Volume (vph)	14	161	48	21	14	37	63	19	27	16	275	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%		0%		
Storage Length (ft)		0	0	0		0	0		0	0	0	
Storage Lanes		1	0	0		0	0		0	1	0	
Taper Length (ft)		25		25			25			25		
Link Speed (mph)		30			30			30		30		
Link Distance (ft)		589			505			682		552		
Travel Time (s)		13.4			11.5			15.5		12.5		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%		0%		
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

5: California Ave & Bell Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	201	62	24	160	48	16	113	47	93	267	50
Future Volume (vph)	57	201	62	24	160	48	16	113	47	93	267	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		395			693			545			420	
Travel Time (s)		9.0			15.8			12.4			9.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

6: Salt Lake Ave (West) & Gage Ave

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1190	254	302	855	205	185
Future Volume (vph)	1190	254	302	855	205	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		120	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	30	
Link Distance (ft)	987			94	1354	
Travel Time (s)	22.4			2.1	30.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

7: California Ave/Maywood Ave & Gage Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	138	1179	99	48	930	94	17	100	67	79	212	229
Future Volume (vph)	138	1179	99	48	930	94	17	100	67	79	212	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	75		0	0		0	0		70	0		70
Storage Lanes	1		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		509			1441			938			675	
Travel Time (s)		11.6			32.8			21.3			15.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics
8: Maywood Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	404	100	11	241	5	32	327	16	22	443	22
Future Volume (vph)	5	404	100	11	241	5	32	327	16	22	443	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	50		0	25		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		636			1014			520			542	
Travel Time (s)		14.5			23.0			11.8			12.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

9: Bissell PI & Randolph St

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	609	9	4	409	3	12
Future Volume (vph)	609	9	4	409	3	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	643			636	611	
Travel Time (s)	14.6			14.5	13.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

10: State St & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			  			  			 	
Traffic Volume (vph)	228	317	108	114	279	86	0	607	41	266	1345	0
Future Volume (vph)	228	317	108	114	279	86	0	607	41	266	1345	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		150	0		0	125		150	133		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		300			839			1172			753	
Travel Time (s)		6.8			19.1			26.6			17.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

11: Arbutus Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	107	15	0	405	42	0	0	59	0	0	27
Future Volume (vph)	0	107	15	0	405	42	0	0	59	0	0	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		50	0		0	0		0
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1350			373			537			592	
Travel Time (s)		30.7			8.5			12.2			13.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

12: Miles Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	598	64	85	360	48	117	423	63	0	1029	42
Future Volume (vph)	76	598	64	85	360	48	117	423	63	0	1029	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1063			1350			613			853	
Travel Time (s)		24.2			30.7			13.9			19.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

13: Seville Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	654	40	173	354	36	41	172	31	57	340	45
Future Volume (vph)	123	654	40	173	354	36	41	172	31	57	340	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		389			1063			594			705	
Travel Time (s)		8.8			24.2			13.5			16.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

14: Rita Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	735	86	0	373	81	0	0	0	0	0	76
Future Volume (vph)	0	735	86	0	373	81	0	0	0	0	0	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		411			389			471			200	
Travel Time (s)		9.3			8.8			10.7			4.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

15: Pacific Blvd & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	552	81	109	356	27	0	610	43	93	1049	60
Future Volume (vph)	115	552	81	109	356	27	0	610	43	93	1049	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	55		0	50		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		405			411			721			629	
Travel Time (s)		9.2			9.3			16.4			14.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

16: Pacific Blvd & Claredon Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	150	47	24	83	55	88	536	70	50	901	118
Future Volume (vph)	34	150	47	24	83	55	88	536	70	50	901	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	70		0	70		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		622			685			437			721	
Travel Time (s)		14.1			15.6			9.9			16.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics
17: Pacific Blvd & Belgrave Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	173	196	61	108	57	44	576	42	134	824	75
Future Volume (vph)	56	173	196	61	108	57	44	576	42	134	824	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	50		0	50		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		324			652			629			681	
Travel Time (s)		7.4			14.8			14.3			15.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

18: Rugby Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	603	0	0	344	22	66	92	122	107	0	47
Future Volume (vph)	47	603	0	0	344	22	66	92	122	107	0	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		393			405			494			552	
Travel Time (s)		8.9			9.2			11.2			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

19: Malabar St & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	547	29	0	431	23	0	0	37	0	0	50
Future Volume (vph)	0	547	29	0	431	23	0	0	37	0	0	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		764			393			572			502	
Travel Time (s)		17.4			8.9			13.0			11.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
20: Santa Fe Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	128	417	44	175	360	32	21	818	89	0	1328	44
Future Volume (vph)	128	417	44	175	360	32	21	818	89	0	1328	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	100		0	0		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		694			764			610			605	
Travel Time (s)		15.8			17.4			13.9			13.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

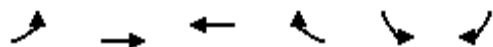
Lanes and Geometrics

21: Albany St & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	516	18	70	446	6	11	5	29	48	28	10
Future Volume (vph)	33	516	18	70	446	6	11	5	29	48	28	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		706			694			480			648	
Travel Time (s)		16.0			15.8			10.9			14.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

22: Randolph St & Regent St



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Volume (vph)	0	547	446	4	0	43
Future Volume (vph)	0	547	446	4	0	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	0	1
Taper Length (ft)	25				25	
Link Speed (mph)		30	30		30	
Link Distance (ft)		464	706		606	
Travel Time (s)		10.5	16.0		13.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

24: Alameda St (West) & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	460	36	67	388	53	18	594	69	38	803	18
Future Volume (vph)	19	460	36	67	388	53	18	594	69	38	803	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	0		200	0		0	100		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		525			120			801			930	
Travel Time (s)		11.9			2.7			18.2			21.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

25: Wilmington Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↶			↶↶				↶			↶
Traffic Volume (vph)	0	384	21	0	392	8	0	0	81	0	0	17
Future Volume (vph)	0	384	21	0	392	8	0	0	81	0	0	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		528			525			596			554	
Travel Time (s)		12.0			11.9			13.5			12.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

SimTraffic Performance Report

1: California Ave (East) & Florence Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.1	0.3	0.0	0.5
Denied Del/Veh (s)	0.0	0.5	2.9	0.0	0.6
Total Delay (hr)	7.5	10.0	3.6	2.4	23.5
Total Del/Veh (s)	20.7	31.7	39.5	35.4	31.4

2: California Ave (West) & Florence Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	142.8	0.0	0.0	0.0	142.8
Denied Del/Veh (s)	349.3	0.0	0.0	0.0	125.1
Total Delay (hr)	65.1	9.1	6.0	3.2	83.4
Total Del/Veh (s)	198.1	24.7	28.4	23.2	80.8

3: Salt Lake Ave (West) & Bell Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.4	0.1	2.9	2.9	7.3
Total Del/Veh (s)	18.0	1.0	20.0	25.6	19.3

4: Bell Ave & Bissell St Performance by approach

Approach	WB	NB	SB	NE	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.2	0.3	0.2
Total Delay (hr)	0.4	0.2	2.0	2.7	5.5
Total Del/Veh (s)	5.8	14.8	22.1	25.5	22.5

5: California Ave & Bell Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.3	0.0	0.1	0.1
Total Delay (hr)	0.4	0.6	0.4	0.9	2.3
Total Del/Veh (s)	6.6	8.9	7.0	10.3	8.2

6: Salt Lake Ave (West) & Gage Ave Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	228.2	0.0	0.0	228.2
Denied Del/Veh (s)	572.4	0.0	0.0	299.3
Total Delay (hr)	67.7	1.5	3.3	72.6
Total Del/Veh (s)	248.7	5.7	31.4	114.4

SimTraffic Performance Report

7: California Ave/Maywood Ave & Gage Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	28.4	0.0	0.0	30.7
Denied Del/Veh (s)	0.3	102.2	0.0	0.0	39.6
Total Delay (hr)	8.4	81.4	0.4	3.1	93.3
Total Del/Veh (s)	30.2	319.8	7.4	20.5	120.3

8: Maywood Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	0.0	0.1	0.1	0.8	0.3
Total Delay (hr)	2.1	1.1	0.8	1.9	6.0
Total Del/Veh (s)	12.0	15.8	10.2	13.6	11.8

9: Bissell Pl & Randolph St Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.5	0.1	0.1	0.3
Total Delay (hr)	0.1	0.2	0.0	0.3
Total Del/Veh (s)	0.7	1.6	5.5	1.0

10: State St & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	2.3	13.6	0.1	141.4	157.4
Denied Del/Veh (s)	13.4	106.4	0.3	309.1	168.9
Total Delay (hr)	6.9	49.2	10.6	48.8	115.6
Total Del/Veh (s)	40.0	400.6	59.8	119.4	130.9

11: Arbutus Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.1	0.1	0.1
Total Delay (hr)	0.4	0.1	0.1	0.0	0.6
Total Del/Veh (s)	2.8	0.7	3.1	4.6	2.0

12: Miles Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.4	38.0	38.4
Denied Del/Veh (s)	0.0	0.2	2.5	127.8	51.8
Total Delay (hr)	7.6	7.6	18.1	55.4	88.6
Total Del/Veh (s)	47.0	59.8	108.6	193.9	119.8

SimTraffic Performance Report

13: Seville Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	37.8	0.6	0.0	43.1	81.6
Denied Del/Veh (s)	194.2	4.3	0.3	343.7	153.6
Total Delay (hr)	13.1	12.9	3.8	25.2	55.0
Total Del/Veh (s)	73.3	87.4	55.7	228.2	108.8

14: Rita Ave & Randolph St Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	1.8	0.0	0.0	1.8
Denied Del/Veh (s)	9.2	0.0	0.2	5.4
Total Delay (hr)	6.2	0.3	0.1	6.6
Total Del/Veh (s)	32.5	2.6	4.5	20.2

15: Pacific Blvd & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.2	0.0	3.8	3.9
Denied Del/Veh (s)	0.0	1.2	0.0	11.3	4.8
Total Delay (hr)	11.9	6.6	7.8	21.8	48.1
Total Del/Veh (s)	66.9	52.4	41.5	63.4	57.6

16: Pacific Blvd & Claredon Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.3	0.2	0.5	0.0	0.2
Total Delay (hr)	1.1	0.6	1.7	4.3	7.7
Total Del/Veh (s)	16.2	12.4	8.9	12.8	12.0

17: Pacific Blvd & Belgrave Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.0	0.2	0.2
Denied Del/Veh (s)	0.4	0.2	0.0	0.6	0.3
Total Delay (hr)	2.2	1.2	3.2	3.4	9.6
Total Del/Veh (s)	18.9	17.0	14.8	11.7	14.4

18: Rugby Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	29.9	0.0	0.0	22.9	1.0
Denied Del/Veh (s)	197.2	0.0	0.6	514.6	137.5
Total Delay (hr)	13.4	1.7	6.3	18.8	40.2
Total Del/Veh (s)	97.0	15.2	78.7	634.1	112.1

SimTraffic Performance Report

19: Malabar St & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	20.0	0.0	0.0	0.0	20.0
Denied Del/Veh (s)	135.7	0.0	0.1	0.1	69.7
Total Delay (hr)	17.9	0.5	0.1	0.1	18.6
Total Del/Veh (s)	130.9	4.3	8.3	7.0	66.8

20: Santa Fe Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	3.9	0.1	162.5	166.5
Denied Del/Veh (s)	0.0	26.7	0.3	420.6	178.4
Total Delay (hr)	17.8	13.9	7.4	39.4	78.6
Total Del/Veh (s)	118.6	94.5	28.9	123.0	89.8

21: Albany St & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	4.2	0.0	0.0	0.0	4.2
Denied Del/Veh (s)	29.2	0.4	0.1	0.2	13.4
Total Delay (hr)	15.2	4.7	0.5	1.5	21.9
Total Del/Veh (s)	106.0	34.4	33.9	62.4	68.7

22: Randolph St & Regent St Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	6.9	2.8	0.1	9.8
Total Del/Veh (s)	46.1	23.1	7.3	34.5

24: Alameda St (West) & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	2.7	0.5	49.9	0.0	53.2
Denied Del/Veh (s)	19.5	4.0	261.5	0.0	80.7
Total Delay (hr)	8.7	2.1	55.9	59.1	125.8
Total Del/Veh (s)	62.0	15.5	328.5	281.2	192.2

25: Wilmington Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.4	0.0	0.1	0.1	0.2
Total Delay (hr)	1.3	0.3	1.4	0.0	2.1
Total Del/Veh (s)	24.2	2.6	22.9	5.2	12.9

Lanes and Geometrics

1: Otis Ave & Salt Lake Ave (West)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	254	68	128	8	136	5	47	351	7	9	465	146
Future Volume (vph)	254	68	128	8	136	5	47	351	7	9	465	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	150		0	150		0	0		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		654			737			476			146	
Travel Time (s)		14.9			16.8			10.8			3.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

2: Salt Lake Ave (East) & Otis Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	235	124	45	157	52	32	446	124	61	446	0
Future Volume (vph)	13	235	124	45	157	52	32	446	124	61	446	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		0	250		0	0		0	45		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		731			1214			159			124	
Travel Time (s)		16.6			27.6			3.6			2.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

3: Otis Ave & Elizabeth St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	46	0	95	63	69	0	400	95	73	413	4
Future Volume (vph)	7	46	0	95	63	69	0	400	95	73	413	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	50		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		126			897			124			520	
Travel Time (s)		2.9			20.4			2.8			11.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

4: Salt Lake Ave (West) & Santa Ana St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	612	3	0	564	148	0	0	23	65	0	5
Future Volume (vph)	5	612	3	0	564	148	0	0	23	65	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	0		0	0		0	150		0
Storage Lanes	1		0	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		549			154			276			737	
Travel Time (s)		12.5			3.5			6.3			16.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

5: Salt Lake Ave (East) & Santa Ana St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	439	261	5	448	52	254	169	26	63	344	8
Future Volume (vph)	12	439	261	5	448	52	254	169	26	63	344	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		70	150		90	250		0	250		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		199			1950			2244			1214	
Travel Time (s)		4.5			44.3			51.0			27.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

6: Salt Lake Ave (East) & Ardine St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	35	115	10	95	49	45	350	3	10	569	14
Future Volume (vph)	35	35	115	10	95	49	45	350	3	10	569	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	150		0	150		0	150		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		154			512			1099			2244	
Travel Time (s)		3.5			11.6			25.0			51.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

7: Atlantic Ave & Salt Lake Ave (East)/Patata St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	15	611	190	9	15	420	1048	207	9	1211	5
Future Volume (vph)	2	15	611	190	9	15	420	1048	207	9	1211	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		70	0		80	0		0	115		0
Storage Lanes	0		1	1		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1099			1232			386			825	
Travel Time (s)		25.0			28.0			8.8			18.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

8: Atlantic Ave & Azalea West

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	269	0	153	269	0	153	82	1328	27	7	1570	388
Future Volume (vph)	269	0	153	269	0	153	82	1328	27	7	1570	388
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	120		0	0		0	125		0	150		150
Storage Lanes	1		1	0		1	2		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		524			219			642			317	
Travel Time (s)		11.9			5.0			14.6			7.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

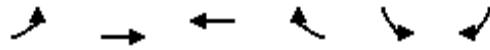
Lanes and Geometrics

9: Atlantic Ave & Firestone Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  			  		 	 	
Traffic Volume (vph)	172	1460	134	88	1416	288	199	617	100	958	786	262
Future Volume (vph)	172	1460	134	88	1416	288	199	617	100	958	786	262
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	315		0	210		0	200		0	0		200
Storage Lanes	2		0	1		0	1		0	2		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1083			982			929			642	
Travel Time (s)		24.6			22.3			21.1			14.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

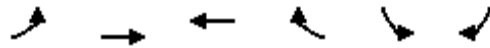
10: Firestone Blvd & Mason St



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑		↱	↱
Traffic Volume (vph)	0	2010	1687	331	35	29
Future Volume (vph)	0	2010	1687	331	35	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	50
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		30	30		30	
Link Distance (ft)		982	165		235	
Travel Time (s)		22.3	3.8		5.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

11: Firestone Blvd & Firestone Pl



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑		↑	↑
Traffic Volume (vph)	0	2035	1975	20	3	70
Future Volume (vph)	0	2035	1975	20	3	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	90			0	0	0
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		30	30		30	
Link Distance (ft)		170	1043		509	
Travel Time (s)		3.9	23.7		11.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

12: Rayo Ave & Firestone Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 	  				  		 	
Traffic Volume (vph)	20	1993	21	357	1892	68	17	32	1015	122	26	4
Future Volume (vph)	20	1993	21	357	1892	68	17	32	1015	122	26	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	135		0	270		0	0		150	0		0
Storage Lanes	1		0	2		0	0		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1043			1181			882			403	
Travel Time (s)		23.7			26.8			20.0			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										40%		
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

13: Salt Lake Ave & Southern Ave

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	17	16	3	29	21	2
Future Volume (vph)	17	16	3	29	21	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	815			82	783	
Travel Time (s)	18.5			1.9	17.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

14: Center St & Gardendale St

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	715	14	73	583	33	68
Future Volume (vph)	715	14	73	583	33	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	60		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	584			275	1918	
Travel Time (s)	13.3			6.3	43.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics
15: Dakota Ave & Gardendale St

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱		
Traffic Volume (vph)	751	5	0	583	0	0
Future Volume (vph)	751	5	0	583	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	60		0	0
Storage Lanes		0	0		0	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	275			122	1780	
Travel Time (s)	6.3			2.8	40.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

16: Industrial Ave & Gardendale St

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	722	44	13	616	41	78
Future Volume (vph)	722	44	13	616	41	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	60		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	266			1080	1573	
Travel Time (s)	6.0			24.5	35.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

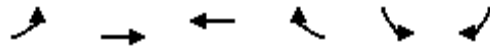
17: Center St & Main St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	199	11	47	160	29	8	38	61	37	24	16
Future Volume (vph)	10	199	11	47	160	29	8	38	61	37	24	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		688			202			1470			1918	
Travel Time (s)		15.6			4.6			33.4			43.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics 18: Main St & Dakota Ave



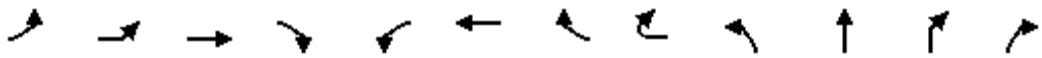
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↔	
Traffic Volume (vph)	0	294	241	0	0	8
Future Volume (vph)	0	294	241	0	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Link Speed (mph)		30	30		30	
Link Distance (ft)		202	69		1780	
Travel Time (s)		4.6	1.6		40.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

19: Industrial Ave & Main St & Arizona Ave

												
Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2
Lane Configurations			↔			↔				↔	↔	
Traffic Volume (vph)	15	33	229	45	26	261	7	4	23	83	13	47
Future Volume (vph)	15	33	229	45	26	261	7	4	23	83	13	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%			0%				0%		
Storage Length (ft)		0		0	0		0		0		25	
Storage Lanes		0		0	0		0		0		1	
Taper Length (ft)		25			25				25			
Link Speed (mph)			30			30				30		
Link Distance (ft)			202			708				502		
Travel Time (s)			4.6			16.1				11.4		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%			0%				0%		
Shared Lane Traffic (%)											10%	

Intersection Summary

Area Type: Other

Lanes and Geometrics

19: Industrial Ave & Main St & Arizona Ave

								
Lane Group	SBL2	SBL	SBT	SBR	SWL2	SWL	SWR	SWR2
Lane Configurations								
Traffic Volume (vph)	2	7	7	13	2	7	19	3
Future Volume (vph)	2	7	7	13	2	7	19	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12
Grade (%)			0%			0%		
Storage Length (ft)		0		0		0	0	
Storage Lanes		0		0		1	0	
Taper Length (ft)		25				25		
Link Speed (mph)			30			30		
Link Distance (ft)			1573			568		
Travel Time (s)			35.8			12.9		
Confl. Peds. (#/hr)								
Confl. Bikes (#/hr)								
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0
Parking (#/hr)								
Mid-Block Traffic (%)			0%			0%		
Shared Lane Traffic (%)								
Intersection Summary								

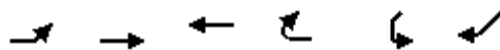
Lanes and Geometrics

20: Century Blvd & Center St

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	13	104	0	0	117	3	2	16	0	0
Future Volume (vph)	13	104	0	0	117	3	2	16	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%		0%		0%	
Storage Length (ft)	50		0	50		0	0	0	0	0
Storage Lanes	1		0	1		0	1	0	0	0
Taper Length (ft)	25			25			25		25	
Link Speed (mph)		30			30		30		30	
Link Distance (ft)		1029			275		1470		74	
Travel Time (s)		23.4			6.3		33.4		1.7	
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)										
Mid-Block Traffic (%)		0%			0%		0%		0%	
Shared Lane Traffic (%)										
Intersection Summary										
Area Type:	Other									

Lanes and Geometrics

21: Century Blvd & Florence Ave



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	15	75	126	21	0	28
Future Volume (vph)	15	75	126	21	0	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	50			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Link Speed (mph)		30	30		30	
Link Distance (ft)		238	1029		770	
Travel Time (s)		5.4	23.4		17.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

22: Industrial Ave & Lincoln Ave

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	9	7	144	22	9	31
Future Volume (vph)	9	7	144	22	9	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Link Speed (mph)	30		30			30
Link Distance (ft)	616		496			669
Travel Time (s)	14.0		11.3			15.2
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

SimTraffic Performance Report

1: Otis Ave & Salt Lake Ave (West) Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	89.4	0.0	124.4	0.0	213.8
Denied Del/Veh (s)	108.3	0.0	130.1	0.4	98.6
Total Delay (hr)	11.4	1.0	7.0	1.0	20.4
Total Del/Veh (s)	172.8	42.8	120.8	39.6	135.2

2: Salt Lake Ave (East) & Otis Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.6	0.0	0.8	0.0	0.3
Total Delay (hr)	4.2	3.9	1.3	0.8	10.2
Total Del/Veh (s)	69.7	63.7	23.8	129.7	93.7

3: Otis Ave & Elizabeth St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	69.5	0.0	52.4	121.9
Denied Del/Veh (s)	0.2	594.5	0.0	328.8	447.8
Total Delay (hr)	0.2	27.0	0.1	18.5	45.6
Total Del/Veh (s)	8.6	366.5	2.5	143.4	138.8

4: Santa Ana St & Salt Lake Ave (West) Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.5	1.5	2.1
Denied Del/Veh (s)	0.0	0.0	0.8	102.1	82.4
Total Delay (hr)	19.8	0.2	9.2	9.8	37.5
Total Del/Veh (s)	91.4	2.4	113.1	1124.8	747.1

5: Salt Lake Ave (East) & Santa Ana St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.4	0.0	0.4
Denied Del/Veh (s)	0.0	0.2	3.8	0.0	3.8
Total Delay (hr)	1.2	15.2	15.9	4.1	36.4
Total Del/Veh (s)	12.4	134.4	130.1	52.1	100.9

6: Salt Lake Ave (East) & Ardine St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.1	0.1	0.0	0.1
Total Delay (hr)	0.5	0.1	2.9	1.2	4.7
Total Del/Veh (s)	9.4	7.9	27.9	14.2	16.3

SimTraffic Performance Report

7: Atlantic Ave & Salt Lake Ave (East)/Patata St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.3	0.2	0.5
Denied Del/Veh (s)	0.0	0.8	0.4	0.4	0.4
Total Delay (hr)	3.1	2.3	18.5	19.7	44.0
Total Del/Veh (s)	26.8	75.9	49.1	92.3	81.7

8: Atlantic Ave & Azalea West Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	1.0	0.2	0.1	0.0	0.1
Total Delay (hr)	0.8	0.3	5.8	2.4	9.3
Total Del/Veh (s)	27.6	35.1	13.7	5.9	18.5

9: Atlantic Ave & Firestone Blvd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.2	0.3	0.2	0.0	0.7
Denied Del/Veh (s)	0.5	0.7	0.9	0.0	0.4
Total Delay (hr)	22.9	44.0	29.2	27.5	123.6
Total Del/Veh (s)	47.7	88.3	111.1	60.2	91.2

10: Firestone Blvd & Mason St Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	11.7	3.9	0.1	15.7
Total Del/Veh (s)	18.9	7.0	9.1	14.8

11: Firestone Blvd & Firestone PI Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.1	0.1	0.1
Total Delay (hr)	3.4	25.4	0.3	29.1
Total Del/Veh (s)	6.6	46.7	15.1	27.5

12: Rayo Ave & Firestone Blvd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.3	0.3	0.0	1.6
Denied Del/Veh (s)	0.0	0.5	0.8	0.1	0.5
Total Delay (hr)	31.4	19.8	10.2	1.9	63.3
Total Del/Veh (s)	62.5	30.4	34.0	44.2	43.4

SimTraffic Performance Report

13: Salt Lake Ave & Southern Ave Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.1	0.4	5.2	4.5

14: Center St & Gardendale St Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.2	0.0	0.0	0.2
Denied Del/Veh (s)	0.8	0.1	0.0	0.4
Total Delay (hr)	1.0	0.4	0.7	2.2
Total Del/Veh (s)	5.0	2.2	41.0	5.2

15: Dakota Ave & Gardendale St Performance by approach

Approach	EB	WB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	2.4	0.2	2.6
Total Del/Veh (s)	9.2	1.0	6.2

16: Industrial Ave & Gardendale St Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.5	0.0	0.2
Total Delay (hr)	0.5	0.6	3.0	4.1
Total Del/Veh (s)	2.3	3.3	50.9	9.5

17: Center St & Main St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.2	0.0	0.1
Total Delay (hr)	0.1	0.1	0.2	0.2	0.6
Total Del/Veh (s)	1.1	1.5	7.7	7.4	3.1

18: Main St & Dakota Ave Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.7	0.1	0.0	0.8
Total Del/Veh (s)	8.7	0.6	7.5	4.6

SimTraffic Performance Report

19: Industrial Ave & Main St & Arizona Ave Performance by approach

Approach	EB	WB	NB	SB	SW	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.2	1.2	0.0	0.1	0.3
Total Delay (hr)	0.2	0.1	0.6	0.1	0.1	1.1
Total Del/Veh (s)	2.6	1.6	11.6	4.8	6.5	4.5

20: Century Blvd & Center St Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.4	1.1	1.6	1.0

21: Century Blvd & Florence Ave Performance by approach

Approach	EB	WB	SW	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.6	0.0	0.1	0.3
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.4	0.6	2.2	0.6

22: Industrial Ave & Lincoln Ave Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.5	0.3	0.7	0.6

Lanes and Geometrics

22: Paramount Blvd & Rosecrans Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	308	1140	290	153	716	178	160	753	217	167	639	236
Future Volume (vph)	308	1140	290	153	716	178	160	753	217	167	639	236
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	215		0	195		50	220		0	200		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		725			3570			2210			2670	
Travel Time (s)		12.4			60.9			37.7			45.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

23: Bianchi Wy & Rosecrans Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			 						 	
Traffic Volume (vph)	19	1497	43	11	915	79	25	0	15	223	0	57
Future Volume (vph)	19	1497	43	11	915	79	25	0	15	223	0	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		120	75		0	0		0	0		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		3454			725			628			172	
Travel Time (s)		58.9			12.4			14.3			3.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.95	0.95	0.95	0.95	0.92	0.95	0.92	0.95	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

24: Hayter Ave & Somerset Blvd

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	999	58	20	653	29	9
Future Volume (vph)	999	58	20	653	29	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	80		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			40	30	
Link Distance (ft)	916			162	455	
Travel Time (s)	15.6			2.8	10.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

25: Lakewood Blvd & Somerset Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	183	678	132	98	388	154	112	895	195	142	942	175
Future Volume (vph)	183	678	132	98	388	154	112	895	195	142	942	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	160		0	90		0	180		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1032			1592			614			1175	
Travel Time (s)		17.6			27.1			10.5			20.0	
Confl. Peds. (#/hr)										168		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

26: Lakewood Blvd & Paseo St

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	11	21	36	1143	1288	30
Future Volume (vph)	11	21	36	1143	1288	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	90			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			40	40	
Link Distance (ft)	480			357	107	
Travel Time (s)	10.9			6.1	1.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
27: Clark Ave & Flora Vista St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	12	0	0	78	0	682	29	0	873	4
Future Volume (vph)	0	0	12	0	0	78	0	682	29	0	873	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			40			30	
Link Distance (ft)		597			103			106			1097	
Travel Time (s)		13.6			2.3			1.8			24.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
28: Clark Ave & Alondra Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	144	817	133	157	776	79	150	651	112	98	673	158
Future Volume (vph)	144	817	133	157	776	79	150	651	112	98	673	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	150		0	55		0	60		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			35			40	
Link Distance (ft)		1692			283			1495			333	
Travel Time (s)		28.8			4.8			29.1			5.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

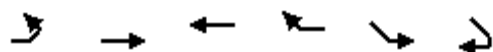
Lanes and Geometrics

29: Pacific Ave & Alondra Blvd

						
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	 			 		
Traffic Volume (vph)	1111	85	0	850	0	32
Future Volume (vph)	1111	85	0	850	0	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	0		0	1
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			40	30	
Link Distance (ft)	283			215	930	
Travel Time (s)	4.8			3.7	21.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

30: Alondra Blvd & Flora Vista St



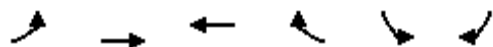
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑	↑↑			
Traffic Volume (vph)	0	1063	923	81	0	0
Future Volume (vph)	0	1063	923	81	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	0	0
Taper Length (ft)	25				25	
Link Speed (mph)		40	40		30	
Link Distance (ft)		235	396		769	
Travel Time (s)		4.0	6.8		17.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

31: Alondra Blvd & Stevens Ave



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	29	1069	959	34	29	28
Future Volume (vph)	29	1069	959	34	29	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	30			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Link Speed (mph)		40	40		30	
Link Distance (ft)		396	540		300	
Travel Time (s)		6.8	9.2		6.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

32: Bellflower Blvd & Flora Vista St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	252	0	121	78	0	101	42	914	99	91	847	96
Future Volume (vph)	252	0	121	78	0	101	42	914	99	91	847	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			25			30			30	
Link Distance (ft)		162			916			256			635	
Travel Time (s)		3.7			25.0			5.8			14.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

33: Bellflower Blvd & Mayne St

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	138	77	124	911	684	282
Future Volume (vph)	138	77	124	911	684	282
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			1
Taper Length (ft)	25		25			
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	30	
Link Distance (ft)	385			331	130	
Travel Time (s)	8.8			7.5	3.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

34: Bellflower Blvd & Oak St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	93	18	45	15	9	41	37	895	17	40	796	62
Future Volume (vph)	93	18	45	15	9	41	37	895	17	40	796	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		683			448			404			331	
Travel Time (s)		18.6			12.2			9.2			7.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

35: Dumont Ave & Artesia Blvd

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1395	85	59	1203	77	103
Future Volume (vph)	1395	85	59	1203	77	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	75		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			30	30	
Link Distance (ft)	1358			243	478	
Travel Time (s)	23.1			5.5	10.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
36: Studebaker Rd & Artesia Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 			 	
Traffic Volume (vph)	610	797	155	146	676	156	236	975	189	175	734	413
Future Volume (vph)	610	797	155	146	676	156	236	975	189	175	734	413
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	225		150	200		125	200		0
Storage Lanes	2		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		851			1997			520			1346	
Travel Time (s)		14.5			34.0			8.9			22.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)			7			3			5			2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

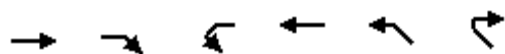
Lanes and Geometrics

37: Studebaker Rd & Business Cir

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	8	18	830	11	8	757
Future Volume (vph)	8	18	830	11	8	757
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	30		40			40
Link Distance (ft)	294		245			520
Travel Time (s)	6.7		4.2			8.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

38: Jersey Ave & 186th St



Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	11	18	105	31	24	164
Future Volume (vph)	11	18	105	31	24	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	160			140	235	
Travel Time (s)	3.6			3.2	5.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

39: Alburtis Ave & 187th St

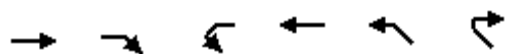
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	77	0	44	147	0	22	0	0	0	0	2
Future Volume (vph)	0	77	0	44	147	0	22	0	0	0	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			30			30			30	
Link Distance (ft)		168			181			207			92	
Travel Time (s)		4.6			4.1			4.7			2.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

40: Corby Ave (West) & 187th St

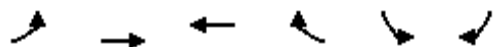


Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	0	29	0	0	63	0
Future Volume (vph)	0	29	0	0	63	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	25			30	30	
Link Distance (ft)	181			210	230	
Travel Time (s)	4.9			4.8	5.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics 41: 187th St & Corby Ave (East)



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations				↶	↷	
Traffic Volume (vph)	0	0	0	63	21	0
Future Volume (vph)	0	0	0	63	21	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Link Speed (mph)		25	30		30	
Link Distance (ft)		210	373		297	
Travel Time (s)		5.7	8.5		6.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

42: Pioneer Blvd & 186th St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	22	16	9	32	21	18	403	11	25	402	49
Future Volume (vph)	73	22	16	9	32	21	18	403	11	25	402	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		1180			433			557			218	
Travel Time (s)		26.8			9.8			15.2			5.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

43: Pioneer Blvd & 187th St

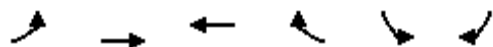
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	56	41	0	16	0	434	50	9	416	0
Future Volume (vph)	0	0	56	41	0	16	0	434	50	9	416	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		125	0		0	70		0	0		0
Storage Lanes	0		1	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			25			25			25	
Link Distance (ft)		373			715			365			557	
Travel Time (s)		8.5			19.5			10.0			15.2	
Confl. Peds. (#/hr)	18		7	7		18	8		22	22		8
Confl. Bikes (#/hr)						3			2			4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

45: Pioneer Blvd & South St

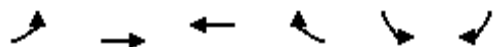
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	106	903	149	182	839	146	234	312	172	335	529	141
Future Volume (vph)	106	903	149	182	839	146	234	312	172	335	529	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%				0%				0%			
Storage Length (ft)	102		100	150		100	75		100	135		100
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)	30				30				25		25	
Link Distance (ft)	707				1055				824		538	
Travel Time (s)	16.1				24.0				22.5		14.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%				0%				0%		0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics 46: South St & Clarkdale Ave



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	83	1372	1174	74	55	49
Future Volume (vph)	83	1372	1174	74	55	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		30	30		30	
Link Distance (ft)		1055	590		569	
Travel Time (s)		24.0	13.4		12.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics 47: South St & Elaine Ave



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	77	1343	1160	43	30	96
Future Volume (vph)	77	1343	1160	43	30	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	100			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		30	30		30	
Link Distance (ft)		590	640		773	
Travel Time (s)		13.4	14.5		17.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
48: Norwalk Blvd & South St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	1007	158	116	821	112	151	488	62	83	383	141
Future Volume (vph)	205	1007	158	116	821	112	151	488	62	83	383	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	150		0	265		0	170		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1307			2630			773			951	
Travel Time (s)		29.7			59.8			17.6			21.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

49: Bloomfield Ave & South St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	158	795	140	226	747	80	127	558	182	97	627	148
Future Volume (vph)	158	795	140	226	747	80	127	558	182	97	627	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%			0%			0%			0%		
Storage Length (ft)	195		0	150		0	200		0	195		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	2630			1371			928			870		
Travel Time (s)	59.8			31.2			21.1			19.8		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%			0%			0%			0%		
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics
50: Alburto Ave & South St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	1194	90	82	1090	39	77	10	37	9	9	14
Future Volume (vph)	66	1194	90	82	1090	39	77	10	37	9	9	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	55		0	85		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		562			751			265			376	
Travel Time (s)		12.8			17.1			6.0			8.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

51: Pioneer Blvd & 195th St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	382	122	98	449	123	110	458	111	152	616	132
Future Volume (vph)	66	382	122	98	449	123	110	458	111	152	616	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	125		0	180		0	150		0	145		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		992			1031			1696			1881	
Travel Time (s)		22.5			23.4			46.3			51.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

52: Pioneer Blvd & Los Coyotes Blvd/Eberle St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	35	19	48	37	21	12	505	29	37	678	99
Future Volume (vph)	115	35	19	48	37	21	12	505	29	37	678	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		50	0		0	85		0	85		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		616			617			952			1696	
Travel Time (s)		14.0			14.0			26.0			46.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

53: Pioneer Blvd & Del Amo Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	126	1070	193	93	972	80	199	331	119	205	423	102
Future Volume (vph)	126	1070	193	93	972	80	199	331	119	205	423	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	190		75	150		0	200		0	175		100
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		1114			783			628			952	
Travel Time (s)		25.3			17.8			17.1			26.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

54: Pioneer Blvd & 183rd St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	208	482	68	79	505	123	105	405	107	164	373	197
Future Volume (vph)	208	482	68	79	505	123	105	405	107	164	373	197
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	90		0	160		120
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		643			732			444			964	
Travel Time (s)		14.6			16.6			12.1			26.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

55: Pioneer Blvd & Station Parking Structure/Solana PI

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	0	558	2	0	2	154	395	3	4	425	0
Future Volume (vph)	116	0	558	2	0	2	154	395	3	4	425	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	60		0	100		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		240			213			366			337	
Travel Time (s)		5.5			4.8			10.0			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

SimTraffic Performance Report

22: Paramount Blvd & Rosecrans Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.2	0.1	0.2	0.5
Denied Del/Veh (s)	0.1	0.4	0.5	0.4	0.3
Total Delay (hr)	13.6	9.8	10.9	12.8	47.1
Total Del/Veh (s)	26.9	26.7	38.4	22.3	26.5

23: Bianchi Wy & Rosecrans Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	0.0	0.1	0.1	0.1
Total Delay (hr)	2.6	1.2	0.1	0.8	4.7
Total Del/Veh (s)	8.6	8.3	12.1	12.0	8.6

24: Hayter Ave & Somerset Blvd Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.0	0.1	0.1
Total Delay (hr)	2.3	0.5	0.1	2.9
Total Del/Veh (s)	17.8	12.9	23.2	17.0

25: Lakewood Blvd & Somerset Blvd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.1	0.4	0.2	0.7
Denied Del/Veh (s)	0.0	0.5	1.2	0.5	0.6
Total Delay (hr)	9.1	5.3	19.3	11.4	45.2
Total Del/Veh (s)	32.4	28.6	57.9	31.7	38.9

26: Lakewood Blvd & Paseo St Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.2	0.4	0.0	0.2
Total Delay (hr)	0.2	4.3	0.8	5.3
Total Del/Veh (s)	26.1	12.9	2.1	7.9

27: Clark Ave & Flora Vista St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.2	0.1
Total Delay (hr)	1.8	0.1	0.2	11.9	14.1
Total Del/Veh (s)	389.0	5.3	0.9	49.2	28.2

SimTraffic Performance Report

28: Clark Ave & Alondra Blvd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.7	1.0	1.0	2.9
Denied Del/Veh (s)	0.5	2.6	4.1	4.1	2.7
Total Delay (hr)	17.6	9.0	46.8	16.7	90.1
Total Del/Veh (s)	57.7	33.1	182.1	67.2	83.3

29: Pacific Ave & Alondra Blvd Performance by approach

Approach	EB	WB	NW	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.3	0.0	0.1	0.2
Total Delay (hr)	2.6	0.7	0.3	3.6
Total Del/Veh (s)	8.1	3.0	33.0	6.2

30: Alondra Blvd & Flora Vista St Performance by approach

Approach	EB	WB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1
Total Delay (hr)	0.1	0.9	0.4
Total Del/Veh (s)	0.7	4.9	3.7

31: Alondra Blvd & Stevens Ave Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.2	0.2	0.1
Total Delay (hr)	0.3	0.2	0.3	0.8
Total Del/Veh (s)	1.1	0.6	20.4	1.4

32: Bellflower Blvd & Flora Vista St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.2	0.0	0.0	0.1	0.3
Denied Del/Veh (s)	2.7	0.2	0.0	0.3	0.4
Total Delay (hr)	1.6	1.0	3.2	11.8	17.6
Total Del/Veh (s)	23.2	19.5	11.6	41.1	25.9

33: Bellflower Blvd & Mayne St Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.3	0.3	0.0	0.2
Total Delay (hr)	2.4	11.6	1.2	16.6
Total Del/Veh (s)	32.4	43.2	4.1	24.8

SimTraffic Performance Report

34: Bellflower Blvd & Oak St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	5.2	0.3	5.5
Denied Del/Veh (s)	0.2	0.1	8.7	1.2	8.3
Total Delay (hr)	1.3	0.4	11.4	7.8	7.3
Total Del/Veh (s)	29.4	21.9	40.6	32.7	32.2

35: Dumont Ave & Artesia Blvd Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.2	0.0	0.0	0.2
Denied Del/Veh (s)	0.4	0.0	0.3	0.2
Total Delay (hr)	15.6	3.4	1.5	20.5
Total Del/Veh (s)	68.5	18.9	47.7	58.2

36: Studebaker Rd & Artesia Blvd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.5	0.2	2.0	0.2	3.0
Denied Del/Veh (s)	1.3	0.8	5.3	0.6	2.1
Total Delay (hr)	36.6	21.3	17.7	34.4	110.0
Total Del/Veh (s)	87.3	74.4	45.2	93.4	82.9

37: Studebaker Rd & Business Cir Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.2	0.6	1.4	2.1
Total Del/Veh (s)	15.3	2.5	5.0	4.1

38: Jersey Ave & 186th St Performance by approach

Approach	EB	WB	NW	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.3	0.2
Total Delay (hr)	0.0	0.1	0.4	0.4
Total Del/Veh (s)	0.8	1.5	9.3	8.1

39: Alburtis Ave & 187th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.1	0.1	0.0
Total Delay (hr)	0.0	0.1	0.0	0.0	0.1
Total Del/Veh (s)	0.1	1.6	4.4	2.0	2.1

SimTraffic Performance Report

40: Corby Ave (West) & 187th St Performance by approach

Approach	EB	WB	NW	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.0	0.5	3.0	1.2

41: 187th St & Corby Ave (East) Performance by approach

Approach	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	0.5	1.1	1.0

42: Pioneer Blvd & 186th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	0.0	0.2	0.0	0.5	0.2
Total Delay (hr)	0.9	0.3	0.8	0.5	2.5
Total Del/Veh (s)	17.7	17.2	6.7	3.8	8.1

43: Pioneer Blvd & 187th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.5	0.1	0.0	0.0	0.1
Total Delay (hr)	0.1	0.3	0.8	0.9	2.1
Total Del/Veh (s)	7.4	12.2	3.2	6.0	4.1

45: Pioneer Blvd & South St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.3	0.0	0.4	0.2	0.9
Denied Del/Veh (s)	1.0	0.0	1.9	0.7	0.8
Total Delay (hr)	11.2	9.6	8.6	16.7	46.1
Total Del/Veh (s)	35.4	27.3	41.8	58.4	40.5

46: South St & Clarkdale Ave Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	5.8	8.3	0.4	14.4
Total Del/Veh (s)	14.3	23.2	11.5	18.7

SimTraffic Performance Report

47: South St & Elaine Ave Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.1	0.0	0.0
Denied Del/Veh (s)	0.0	0.3	0.2	0.0
Total Delay (hr)	3.5	3.1	0.3	7.0
Total Del/Veh (s)	8.9	9.4	9.2	9.2

48: Norwalk Blvd & South St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.2	0.1	0.3
Denied Del/Veh (s)	0.0	0.0	0.2	0.5	0.3
Total Delay (hr)	10.2	8.1	3.5	2.8	26.5
Total Del/Veh (s)	32.7	29.6	32.2	23.3	28.1

49: Bloomfield Ave & South St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.2	0.1	0.1	0.5
Denied Del/Veh (s)	0.0	0.6	0.6	0.5	0.4
Total Delay (hr)	10.4	10.1	8.1	7.8	36.4
Total Del/Veh (s)	33.2	33.7	33.6	32.7	33.3

50: Alburtis Ave & South St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.2	0.0	0.0	0.0	0.2
Denied Del/Veh (s)	0.5	0.0	0.1	0.1	0.2
Total Delay (hr)	4.2	4.0	0.8	0.2	9.2
Total Del/Veh (s)	11.2	11.9	21.2	20.9	12.1

51: Pioneer Blvd & 195th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.1	0.0	0.0	0.2
Denied Del/Veh (s)	0.5	0.6	0.0	0.1	0.3
Total Delay (hr)	2.9	3.1	3.7	5.1	14.7
Total Del/Veh (s)	17.2	17.2	19.7	20.8	18.9

52: Pioneer Blvd & Los Coyotes Blvd/Eberle St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.6	0.2	0.0	0.0	0.1
Total Delay (hr)	0.9	0.5	1.0	1.8	4.2
Total Del/Veh (s)	19.4	19.9	6.7	8.0	9.4

SimTraffic Performance Report

53: Pioneer Blvd & Del Amo Blvd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.3	0.1	0.2	0.0	0.6
Denied Del/Veh (s)	0.8	0.5	1.1	0.0	0.6
Total Delay (hr)	13.9	12.1	4.3	5.2	34.6
Total Del/Veh (s)	34.6	37.4	33.0	28.2	33.1

54: Pioneer Blvd & 183rd St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.2	0.1	0.0	0.3	0.7
Denied Del/Veh (s)	1.0	0.5	0.2	1.6	0.8
Total Delay (hr)	5.6	5.2	4.2	4.5	19.6
Total Del/Veh (s)	26.1	26.7	25.2	22.0	25.0

55: Pioneer Blvd & Station Parking Structure/Solana PI Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.2
Total Delay (hr)	2.1	0.0	2.4	2.4	3.0
Total Del/Veh (s)	32.2	16.0	21.5	16.9	18.3

BUILD (2042) WITH MITIGATION MEASURES

Build (2042) MITIGATION MEASURES						
No	Intersection Name	Jurisdiction	Control Type	Synchro/SimTraffic Intersection Number	Build (2042) MITIGATION MEASURES: Synchro/SimTraffic Report Name	
					AM	PM
30	Randolph St/Wilmington Ave	Huntington Park	All-Way Stop	25		
31	Randolph St/Alameda St (West)	Huntington Park	Traffic Signal	24	WSAB Build Alternative (2042) AM_Intersection No. 31, 34, 35, 37, 40, 42, 43, 45	WSAB Build Alternative (2042) PM_Intersection No. 31, 34, 35, 37, 40, 42, 43, 45
32	Randolph St/Alameda St (East)	Huntington Park	Two-Way Stop	23		
33	Randolph St/Regent St	Huntington Park	Two-Way Stop	22		
34	Randolph St/Albany St	Huntington Park	Two-Way Stop	21	WSAB Build Alternative (2042) AM_Intersection No. 31, 34, 35, 37, 40, 42, 43, 45	WSAB Build Alternative (2042) PM_Intersection No. 31, 34, 35, 37, 40, 42, 43, 45
35	Randolph St/Santa Fe Ave	Huntington Park	Traffic Signal	20	WSAB Build Alternative (2042) AM_Intersection No. 31, 34, 35, 37, 40, 42, 43, 45	WSAB Build Alternative (2042) PM_Intersection No. 31, 34, 35, 37, 40, 42, 43, 45
36	Randolph St/Malabar St	Huntington Park	Traffic Signal	19		
37	Randolph St/Rugby Ave	Huntington Park	Two-Way Stop	18	WSAB Build Alternative (2042) AM_Intersection No. 31, 34, 35, 37, 40, 42, 43, 45	WSAB Build Alternative (2042) PM_Intersection No. 31, 34, 35, 37, 40, 42, 43, 45
38	Pacific Blvd/Belgrave Ave	Huntington Park	Traffic Signal	17		
39	Pacific Blvd/Clarendon Ave	Huntington Park	Traffic Signal	16		
40	Pacific Blvd/Randolph St	Huntington Park	Traffic Signal	15	WSAB Build Alternative (2042) AM_Intersection No. 31, 34, 35, 37, 40, 42, 43, 45	WSAB Build Alternative (2042) PM_Intersection No. 31, 34, 35, 37, 40, 42, 43, 45
41	Randolph St/Rita Ave	Huntington Park	Two-Way Stop	14		
42	Randolph St/Seville Ave	Huntington Park	Traffic Signal	13	WSAB Build Alternative (2042) AM_Intersection No. 31, 34, 35, 37, 40, 42, 43, 45	WSAB Build Alternative (2042) PM_Intersection No. 31, 34, 35, 37, 40, 42, 43, 45
43	Randolph St/Miles Ave	Huntington Park	Traffic Signal	12	WSAB Build Alternative (2042) AM_Intersection No. 31, 34, 35, 37, 40, 42, 43, 45	WSAB Build Alternative (2042) PM_Intersection No. 31, 34, 35, 37, 40, 42, 43, 45
44	Randolph St/Arbutus Ave	Huntington Park	All-Way Stop	11		
45	Randolph St/State St	Huntington Park	Traffic Signal	10	WSAB Build Alternative (2042) AM_Intersection No. 31, 34, 35, 37, 40, 42, 43, 45	WSAB Build Alternative (2042) PM_Intersection No. 31, 34, 35, 37, 40, 42, 43, 45
46	Randolph St/Bissell Pl	Huntington Park	Two-Way Stop	9		
47	Randolph St/Maywood Ave	Huntington Park	Traffic Signal	8		
48	Gage Ave/California Ave	Bell	Traffic Signal	7	WSAB Build Alternative (2042) AM_Intersection No. 48, 49	WSAB Build Alternative (2042) PM_Intersection No. 48, 49
49	Gage Ave/Salt Lake Ave (West)	Bell	Traffic Signal	6	WSAB Build Alternative (2042) AM_Intersection No. 48, 49	WSAB Build Alternative (2042) PM_Intersection No. 48, 49
50	Bell Ave/California Ave	Bell	All-Way Stop	5		
51	Bell Ave/Bissell St	Bell	Traffic Signal	4	WSAB Build Alternative (2042) AM_Intersection No. 51	WSAB Build Alternative (2042) PM_Intersection No. 51
52	Bell Ave/Salt Lake Ave	Bell	All-Way Stop	3		
53	Florence Ave/California Ave (West)	Huntington Park	Traffic Signal	2	WSAB Build Alternative (2042) AM_Intersection No. 53, 54	WSAB Build Alternative (2042) PM_Intersection No. 53, 54
54	Florence Ave/California Ave (East)	Huntington Park	Traffic Signal	1	WSAB Build Alternative (2042) AM_Intersection No. 53, 54	WSAB Build Alternative (2042) PM_Intersection No. 53, 54
55	Otis Ave/Salt Lake Ave (West)	Huntington Park	All-Way Stop	1		
56	Otis Ave/Salt Lake Ave (East)	Cudahy	All-Way Stop	2		
57	Otis Ave/Elizabeth St	Cudahy	Two-Way Stop	3		
58	Santa Ana St/Salt Lake Ave (West)	Huntington Park	Two-Way Stop	4		
59	Santa Ana St/Salt Lake Ave (East)	Cudahy	All-Way Stop	5		
60	Ardine St/Salt Lake Ave	Cudahy	All-Way Stop	6		
61	Atlantic Ave/Salt Lake Ave	Cudahy	Traffic Signal	7		
62	Atlantic Ave/Azalea West	South Gate	Traffic Signal	8		
63	Firestone Blvd/Atlantic Ave	South Gate	Traffic Signal	9		
64	Firestone Blvd/Mason St	South Gate	Traffic Signal	10		
65	Firestone Blvd/Firestone Pl	South Gate	Traffic Signal	11		
66	Firestone Blvd/Rayo Ave	South Gate	Traffic Signal	12		
67	Southern Ave/Salt Lake Ave	South Gate	Two-Way Stop	13		
68	Gardendale St/Center St	South Gate	Two-Way Stop	14	WSAB Build Alternative (2042) AM_Intersection No. 68, 70	WSAB Build Alternative (2042) PM_Intersection No. 68, 70
69	Gardendale St/Dakota Ave	South Gate	All-Way Stop	15		
70	Gardendale St/Industrial Ave	South Gate	Two-Way Stop	16	WSAB Build Alternative (2042) AM_Intersection No. 68, 70	WSAB Build Alternative (2042) PM_Intersection No. 68, 70
71	Main St/Center St	South Gate	Two-Way Stop	17		
72	Main St/Dakota Ave	South Gate	Two-Way Stop	18		
73	Main St/Arizona Ave/Industrial Ave	South Gate	Two-Way Stop	19		
74	Century Blvd/Center St	South Gate	Two-Way Stop	20		
75	Century Blvd/Florence Ave	South Gate	Two-Way Stop	21		
76	Rosecrans Ave/Paramount Blvd	Paramount	Traffic Signal	22		
77	Rosecrans Ave/Bianchi Way	Paramount	Traffic Signal	23		
78	Somerset Blvd/Hayter Ave	Paramount	Two-Way Stop	24		
79	Somerset Blvd/Lakewood Blvd	Bellflower	Traffic Signal	25		
80	Paseo St/Lakewood Blvd	Bellflower	Traffic Signal	26		
81	Flora Vista St/Clark Ave	Bellflower	Two-Way Stop	27	WSAB Build Alternative (2042) AM_Intersection No. 81, 82	WSAB Build Alternative (2042) PM_Intersection No. 81, 82
82	Alondra Blvd/Clark Ave	Bellflower	Traffic Signal	28	WSAB Build Alternative (2042) AM_Intersection No. 81, 82	WSAB Build Alternative (2042) PM_Intersection No. 81, 82
83	Alondra Blvd/Pacific Ave	Bellflower	Traffic Signal	29		
84	Alondra Blvd/Flora Vista St	Bellflower	Two-Way Stop	30		
85	Alondra Blvd/Stevens Ave	Bellflower	Two-Way Stop	31		

Build (2042) MITIGATION MEASURES						
No	Intersection Name	Jurisdiction	Control Type	Synchro/SimTraffic Intersection Number	Build (2042) MITIGATION MEASURES: Synchro/SimTraffic Report Name	
					AM	PM
86	Bellflower Blvd/Flora Vista St	Bellflower	Traffic Signal	32		
87	Bellflower Blvd/Mayne St	Bellflower	Traffic Signal	33		
88	Bellflower Blvd/Oak St	Bellflower	Traffic Signal	34		
89	Artesia Blvd/Dumont Ave	Cerritos	Traffic Signal	35	WSAB Build Alternative (2042) AM_Intersection No. 89	WSAB Build Alternative (2042) PM_Intersection No. 89
90	Artesia Blvd/Studebaker Rd	Cerritos	Traffic Signal	36		
91	Business Cir/Studebaker Rd	Cerritos	Two-Way Stop	37	WSAB Build Alternative (2042) AM_Intersection No. 91	WSAB Build Alternative (2042) PM_Intersection No. 91
92	186th St/Jersey Ave	Artesia	All-Way Stop	38		
93	187th St/Alburtis Ave	Artesia	Two-Way Stop	39		
94	187th St/Corby Ave (West)	Artesia	Two-Way Stop	40		
95	187th St/Corby Ave (East)	Artesia	Two-Way Stop	41		
96	186th St/Pioneer Blvd	Artesia	Traffic Signal	42		
97	187th St/Pioneer Blvd	Artesia	Traffic Signal	43		
98	188th St/Pioneer Blvd	Artesia	Two-Way Stop	44		
99	South St/Pioneer Blvd	Cerritos	Traffic Signal	45		
100	South St/Clarkdale Ave	Artesia	Traffic Signal	46		
101	South St/Elaine Ave	Artesia	Traffic Signal	47		
103	South St/Bloomfield Ave	Cerritos	Traffic Signal	49		
104	South St/Alburtis Ave	Artesia	Traffic Signal	50		
105	195th St/Pioneer Blvd	Cerritos	Traffic Signal	51		
106	Los Coyotes Blvd/Pioneer Blvd	Cerritos	Traffic Signal	52		
107	Del Amo Blvd/Pioneer Blvd	Cerritos	Traffic Signal	53		
108	183rd St/Pioneer Blvd	Cerritos	Traffic Signal	54		
109	Industrial Ave/Lincoln Ave	South Gate	Two-Way Stop	22		
110	Pioneer Blvd/Station Parking Structure/ Solana Pl	South Gate	Traffic Signal	55		

Lanes and Geometrics

10: State St & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	325	247	63	85	463	196	0	1616	54	116	574	0
Future Volume (vph)	325	247	63	85	463	196	0	1616	54	116	574	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		150	150		200	125		100	133		0
Storage Lanes	1		1	1		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		300			839			1172			753	
Travel Time (s)		6.8			19.1			26.6			17.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

12: Miles Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	217	422	42	78	366	129	251	701	69	0	465	66
Future Volume (vph)	217	422	42	78	366	129	251	701	69	0	465	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1063			1350			613			853	
Travel Time (s)		24.2			30.7			13.9			19.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

13: Seville Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	113	494	23	217	557	58	30	386	48	30	138	41
Future Volume (vph)	113	494	23	217	557	58	30	386	48	30	138	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	150		150	150		150
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		389			1063			594			705	
Travel Time (s)		8.8			24.2			13.5			16.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

15: Pacific Blvd & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	488	63	66	455	97	0	933	30	199	524	36
Future Volume (vph)	64	488	63	66	455	97	0	933	30	199	524	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	150		0	150		0	150		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		405			411			721			629	
Travel Time (s)		9.2			9.3			16.4			14.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

18: Rugby Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	495	0	0	486	25	107	303	111	40	0	28
Future Volume (vph)	121	495	0	0	486	25	107	303	111	40	0	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	0		0	100		0	100		0
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		393			405			494			552	
Travel Time (s)		8.9			9.2			11.2			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

20: Santa Fe Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	221	368	31	141	447	29	43	1487	71	0	597	56
Future Volume (vph)	221	368	31	141	447	29	43	1487	71	0	597	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		694			764			610			605	
Travel Time (s)		15.8			17.4			13.9			13.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

21: Albany St & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	521	5	133	421	10	66	24	82	14	9	6
Future Volume (vph)	76	521	5	133	421	10	66	24	82	14	9	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		706			694			480			648	
Travel Time (s)		16.0			15.8			10.9			14.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

24: Alameda St (West) & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	448	28	16	336	137	6	814	88	29	419	16
Future Volume (vph)	56	448	28	16	336	137	6	814	88	29	419	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		200	0		200	150		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		525			120			801			930	
Travel Time (s)		11.9			2.7			18.2			21.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

SimTraffic Performance Report

10: State St & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.8	0.1	421.4	0.1	422.4
Denied Del/Veh (s)	4.7	0.6	877.4	0.7	400.2
Total Delay (hr)	8.3	8.8	87.2	9.6	113.9
Total Del/Veh (s)	47.8	42.2	288.7	48.2	128.8

12: Miles Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	8.8	6.0	0.4	0.0	15.3
Denied Del/Veh (s)	48.0	39.1	1.5	0.1	19.8
Total Delay (hr)	20.6	24.3	17.2	8.9	71.0
Total Del/Veh (s)	113.6	157.9	59.3	59.3	91.5

13: Seville Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	1.2	64.9	2.0	0.0	68.1
Denied Del/Veh (s)	7.2	291.2	14.8	0.8	117.9
Total Delay (hr)	9.1	30.0	14.1	2.6	55.8
Total Del/Veh (s)	54.1	153.9	104.3	43.9	100.1

15: Pacific Blvd & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.2	0.2
Denied Del/Veh (s)	0.0	0.3	0.0	0.8	0.2
Total Delay (hr)	6.5	8.3	23.4	11.1	49.3
Total Del/Veh (s)	39.2	56.4	74.7	51.6	58.6

18: Rugby Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	38.8	0.0	39.2
Denied Del/Veh (s)	0.1	0.1	269.4	2.2	89.1
Total Delay (hr)	7.7	2.4	16.4	1.1	28.7
Total Del/Veh (s)	49.9	20.4	131.1	58.6	58.2

20: Santa Fe Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.2	0.4	25.4	0.0	25.4
Denied Del/Veh (s)	1.8	2.5	57.2	0.2	28.1
Total Delay (hr)	16.2	12.4	31.3	8.2	74.7
Total Del/Veh (s)	118.1	90.3	74.2	46.7	69.6

SimTraffic Performance Report

21: Albany St & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	19.4	0.2	0.1	0.0	19.7
Denied Del/Veh (s)	126.7	1.6	1.6	2.1	55.7
Total Delay (hr)	21.5	10.6	2.4	0.4	34.2
Total Del/Veh (s)	145.1	72.9	48.6	56.1	98.5

24: Alameda St (West) & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	9.2	0.0	9.2
Denied Del/Veh (s)	0.0	0.0	36.6	0.0	13.9
Total Delay (hr)	7.8	1.5	37.3	5.8	52.4
Total Del/Veh (s)	53.1	11.4	146.2	41.1	77.8

Lanes and Geometrics

6: Salt Lake Ave (West) & Gage Ave

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑
Traffic Volume (vph)	683	144	223	842	475	185
Future Volume (vph)	683	144	223	842	475	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		250	0		120	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	30	
Link Distance (ft)	987			94	1354	
Travel Time (s)	22.4			2.1	30.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

7: California Ave/Maywood Ave & Gage Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	749	50	69	939	112	31	161	137	36	116	190
Future Volume (vph)	177	749	50	69	939	112	31	161	137	36	116	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	0		0	0		70	0		70
Storage Lanes	1		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		267			1441			938			675	
Travel Time (s)		6.1			32.8			21.3			15.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

SimTraffic Performance Report

6: Salt Lake Ave (West) & Gage Ave Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	7.7	0.8	3.3	12.1
Total Del/Veh (s)	50.8	5.9	41.8	33.8

7: California Ave/Maywood Ave & Gage Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.3	0.0	0.0	0.0	0.3
Denied Del/Veh (s)	0.6	0.0	0.0	0.0	0.5
Total Delay (hr)	9.1	8.8	1.9	1.1	20.9
Total Del/Veh (s)	66.1	74.9	10.8	14.7	63.1

Lanes and Geometrics

4: Bell Ave & Bissell St

												
Lane Group	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER	NER2
Lane Configurations												
Traffic Volume (vph)	31	168	40	24	18	39	37	24	15	21	195	25
Future Volume (vph)	31	168	40	24	18	39	37	24	15	21	195	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%		0%		
Storage Length (ft)		100	0	0		0	0		0	0	0	
Storage Lanes		1	0	0		0	0		0	1	0	
Taper Length (ft)		25		25			25			25		
Link Speed (mph)		30			30			30		30		
Link Distance (ft)		589			505			682		552		
Travel Time (s)		13.4			11.5			15.5		12.5		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%		0%		
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

SimTraffic Performance Report

4: Bell Ave & Bissell St Performance by approach

Approach	WB	NB	SB	NE	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.1	0.2	0.1
Total Delay (hr)	0.6	0.1	0.2	0.7	1.6
Total Del/Veh (s)	7.1	4.5	8.6	4.8	6.8

Lanes and Geometrics

1: California Ave (East) & Florence Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (vph)	58	1183	225	0	1368	121	416	168	4	55	155	56
Future Volume (vph)	58	1183	225	0	1368	121	416	168	4	55	155	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	70		0	200		50	300		0	0		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		193			955			574			460	
Travel Time (s)		4.4			21.7			13.0			10.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

2: California Ave (West) & Florence Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 	  							
Traffic Volume (vph)	32	1012	112	186	1497	174	181	530	360	120	301	64
Future Volume (vph)	32	1012	112	186	1497	174	181	530	360	120	301	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	90		0	150		0	125		0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		840			190			316			325	
Travel Time (s)		19.1			4.3			7.2			7.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

SimTraffic Performance Report

1: California Ave (East) & Florence Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	62.1	89.7	0.1	151.9
Denied Del/Veh (s)	0.0	152.0	554.5	0.4	158.1
Total Delay (hr)	9.1	91.0	19.9	3.2	123.2
Total Del/Veh (s)	26.4	254.7	154.0	51.3	142.3

2: California Ave (West) & Florence Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	51.0	0.0	0.0	0.0	51.0
Denied Del/Veh (s)	158.2	0.1	0.0	0.0	0.1
Total Delay (hr)	80.1	7.4	14.2	10.0	111.7
Total Del/Veh (s)	287.2	18.4	58.3	96.1	101.7

Lanes and Geometrics

14: Center St & Gardendale St

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	660	22	35	1089	17	57
Future Volume (vph)	660	22	35	1089	17	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	60		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	30	
Link Distance (ft)	584			275	1918	
Travel Time (s)	13.3			6.3	43.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

16: Industrial Ave & Gardendale St

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	679	29	5	1091	31	10
Future Volume (vph)	679	29	5	1091	31	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	60		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	30	
Link Distance (ft)	266			1080	1573	
Travel Time (s)	6.0			24.5	35.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

SimTraffic Performance Report

14: Center St & Gardendale St Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.6	0.1	0.0	0.3
Total Delay (hr)	2.0	1.3	0.4	3.7
Total Del/Veh (s)	10.2	4.2	15.8	7.8

16: Industrial Ave & Gardendale St Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.2	0.2	0.0	0.2
Total Delay (hr)	0.8	1.1	0.1	2.0
Total Del/Veh (s)	3.9	3.5	11.4	4.0

Lanes and Geometrics
27: Clark Ave & Flora Vista St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	24	0	0	80	0	719	6	0	698	3
Future Volume (vph)	0	0	24	0	0	80	0	719	6	0	698	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			40			30	
Link Distance (ft)		597			103			106			1097	
Travel Time (s)		13.6			2.3			1.8			24.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics
28: Clark Ave & Alondra Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	107	513	92	184	855	70	126	618	112	69	626	152
Future Volume (vph)	107	513	92	184	855	70	126	618	112	69	626	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	200		0	150		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			35			40	
Link Distance (ft)		1692			283			1495			333	
Travel Time (s)		28.8			4.8			29.1			5.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

SimTraffic Performance Report

27: Clark Ave & Flora Vista St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.2	0.1
Total Delay (hr)	0.1	0.1	0.6	3.6	4.4
Total Del/Veh (s)	13.0	4.6	2.9	18.8	10.1

28: Clark Ave & Alondra Blvd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.5	0.1	0.8	1.6
Denied Del/Veh (s)	0.5	1.8	0.5	3.7	1.7
Total Delay (hr)	11.3	13.2	10.4	10.2	45.1
Total Del/Veh (s)	55.3	43.3	43.3	44.4	46.1

Lanes and Geometrics

35: Dumont Ave & Artesia Blvd

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1258	135	77	1408	92	70
Future Volume (vph)	1258	135	77	1408	92	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	75		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			30	30	
Link Distance (ft)	1358			243	478	
Travel Time (s)	23.1			5.5	10.9	
Confl. Peds. (#/hr)			65			
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

SimTraffic Performance Report

35: Dumont Ave & Artesia Blvd Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.1	0.1	0.0	0.2
Denied Del/Veh (s)	0.1	0.1	0.0	0.1
Total Delay (hr)	6.1	3.1	0.6	9.8
Total Del/Veh (s)	20.7	8.4	18.6	15.9

Lanes and Geometrics

37: Studebaker Rd & Business Cir

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	18	43	622	34	15	728
Future Volume (vph)	18	43	622	34	15	728
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	30		40			40
Link Distance (ft)	294		245			520
Travel Time (s)	6.7		4.2			8.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

SimTraffic Performance Report

37: Studebaker Rd & Business Cir Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.2	1.7	1.3	3.2
Total Del/Veh (s)	10.0	9.5	4.8	6.3

Lanes and Geometrics
10: State St & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			  			  			 	
Traffic Volume (vph)	228	317	108	114	279	86	0	607	41	266	1345	0
Future Volume (vph)	228	317	108	114	279	86	0	607	41	266	1345	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		150	0		0	125		150	133		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		300			839			1172			753	
Travel Time (s)		6.8			19.1			26.6			17.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

12: Miles Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	598	64	85	360	48	117	423	63	0	1029	42
Future Volume (vph)	76	598	64	85	360	48	117	423	63	0	1029	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1063			1350			613			853	
Travel Time (s)		24.2			30.7			13.9			19.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

13: Seville Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	654	40	173	354	36	41	172	31	57	340	45
Future Volume (vph)	123	654	40	173	354	36	41	172	31	57	340	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		389			1063			594			705	
Travel Time (s)		8.8			24.2			13.5			16.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

15: Pacific Blvd & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	552	81	109	356	27	0	610	43	93	1049	60
Future Volume (vph)	115	552	81	109	356	27	0	610	43	93	1049	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	55		0	50		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		405			411			721			629	
Travel Time (s)		9.2			9.3			16.4			14.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics
18: Rugby Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	603	0	0	344	22	66	92	122	107	0	47
Future Volume (vph)	47	603	0	0	344	22	66	92	122	107	0	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		393			405			494			552	
Travel Time (s)		8.9			9.2			11.2			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics
20: Santa Fe Ave & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	128	417	44	175	360	32	21	818	89	0	1328	44
Future Volume (vph)	128	417	44	175	360	32	21	818	89	0	1328	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	100		0	0		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		694			764			610			605	
Travel Time (s)		15.8			17.4			13.9			13.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

21: Albany St & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	516	18	70	446	6	11	5	29	48	28	10
Future Volume (vph)	33	516	18	70	446	6	11	5	29	48	28	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		706			694			480			648	
Travel Time (s)		16.0			15.8			10.9			14.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

24: Alameda St (West) & Randolph St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	460	36	67	388	53	18	594	69	38	803	18
Future Volume (vph)	19	460	36	67	388	53	18	594	69	38	803	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	0		200	0		0	100		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		525			120			801			930	
Travel Time (s)		11.9			2.7			18.2			21.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

SimTraffic Performance Report

10: State St & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	1.2	0.1	0.1	73.3	74.7
Denied Del/Veh (s)	7.0	1.0	0.3	165.9	80.4
Total Delay (hr)	5.4	5.5	10.6	46.3	67.8
Total Del/Veh (s)	30.9	39.5	58.3	108.9	73.7

12: Miles Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.2	37.7	37.6
Denied Del/Veh (s)	0.0	0.1	2.2	126.8	50.4
Total Delay (hr)	7.5	7.2	16.3	53.7	86.1
Total Del/Veh (s)	45.4	57.8	107.8	192.6	116.5

13: Seville Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	39.6	5.9	0.1	2.2	47.7
Denied Del/Veh (s)	213.4	39.0	1.0	17.6	90.9
Total Delay (hr)	13.1	23.1	3.2	15.3	54.8
Total Del/Veh (s)	77.0	152.0	46.9	121.9	106.2

15: Pacific Blvd & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.2	0.0	0.2	0.3
Denied Del/Veh (s)	0.0	1.2	0.0	0.5	0.4
Total Delay (hr)	12.1	7.2	7.5	14.6	41.4
Total Del/Veh (s)	75.2	53.1	40.4	42.8	50.3

18: Rugby Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	32.6	0.0	0.4	22.5	55.4
Denied Del/Veh (s)	236.8	0.0	4.9	529.4	149.9
Total Delay (hr)	13.2	1.7	8.9	19.0	21.0
Total Del/Veh (s)	107.6	14.6	112.5	677.0	79.9

20: Santa Fe Ave & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	3.4	0.1	139.2	145.1
Denied Del/Veh (s)	0.0	25.8	0.2	372.1	160.0
Total Delay (hr)	17.5	13.3	7.4	39.2	77.4
Total Del/Veh (s)	118.2	93.4	28.4	122.4	87.2

SimTraffic Performance Report

21: Albany St & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	4.0	0.0	0.0	0.1	4.1
Denied Del/Veh (s)	28.4	0.4	1.1	2.2	13.2
Total Delay (hr)	14.8	4.6	0.3	1.2	24.4
Total Del/Veh (s)	102.7	33.2	32.7	58.7	64.7

24: Alameda St (West) & Randolph St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	5.7	0.9	1.8	0.0	8.5
Denied Del/Veh (s)	44.9	7.6	9.6	0.0	13.3
Total Delay (hr)	10.6	1.8	21.6	11.6	45.6
Total Del/Veh (s)	85.7	14.3	113.3	57.1	71.1

Lanes and Geometrics

6: Salt Lake Ave (West) & Gage Ave

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑
Traffic Volume (vph)	1190	254	302	855	205	185
Future Volume (vph)	1190	254	302	855	205	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		250	0		120	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	30	
Link Distance (ft)	987			94	1354	
Travel Time (s)	22.4			2.1	30.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

7: California Ave/Maywood Ave & Gage Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	138	1179	99	48	930	94	17	100	67	79	212	229
Future Volume (vph)	138	1179	99	48	930	94	17	100	67	79	212	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	0		0	0		70	0		70
Storage Lanes	1		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		267			1441			938			675	
Travel Time (s)		6.1			32.8			21.3			15.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

SimTraffic Performance Report

6: Salt Lake Ave (West) & Gage Ave Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	120.2	0.0	0.0	100.0
Denied Del/Veh (s)	289.8	0.0	0.0	127.6
Total Delay (hr)	59.3	1.8	2.9	64.0
Total Del/Veh (s)	172.4	4.9	28.9	100.9

7: California Ave/Maywood Ave & Gage Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	27.5	0.0	0.0	27.6
Denied Del/Veh (s)	0.2	91.5	0.0	0.0	32.7
Total Delay (hr)	8.6	71.5	0.3	3.0	83.4
Total Del/Veh (s)	27.3	282.5	6.5	17.4	123.2

Lanes and Geometrics

4: Bell Ave & Bissell St

												
Lane Group	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER	NER2
Lane Configurations												
Traffic Volume (vph)	14	161	48	21	14	37	63	19	27	16	275	28
Future Volume (vph)	14	161	48	21	14	37	63	19	27	16	275	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%		0%		
Storage Length (ft)		100	0	0		0	0		0	0	0	
Storage Lanes		1	0	0		0	0		0	1	0	
Taper Length (ft)		25		25			25			25		
Link Speed (mph)		30			30			30		30		
Link Distance (ft)		589			505			682		552		
Travel Time (s)		13.4			11.5			15.5		12.5		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%		0%		
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

SimTraffic Performance Report

4: Bell Ave & Bissell St Performance by approach

Approach	WB	NB	SB	NE	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.2	0.0	0.0
Total Delay (hr)	0.3	0.4	0.3	0.7	1.7
Total Del/Veh (s)	1.6	10.1	9.6	13.2	9.6

Lanes and Geometrics

1: California Ave (East) & Florence Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (vph)	31	1286	352	2	1073	55	293	111	5	69	202	53
Future Volume (vph)	31	1286	352	2	1073	55	293	111	5	69	202	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	70		0	200		50	300		0	0		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		193			955			574			460	
Travel Time (s)		4.4			21.7			13.0			10.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

2: California Ave (West) & Florence Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 	  							
Traffic Volume (vph)	38	1304	214	211	1089	113	156	330	282	129	478	74
Future Volume (vph)	38	1304	214	211	1089	113	156	330	282	129	478	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	90		0	150		0	125		0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		840			190			316			325	
Travel Time (s)		19.1			4.3			7.2			7.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

SimTraffic Performance Report

1: California Ave (East) & Florence Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.2	0.3	0.0	0.5
Denied Del/Veh (s)	0.0	0.5	2.7	0.0	0.5
Total Delay (hr)	9.7	12.0	3.9	2.7	28.3
Total Del/Veh (s)	25.6	35.3	40.2	39.7	31.8

2: California Ave (West) & Florence Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	141.7	0.0	0.0	0.0	141.7
Denied Del/Veh (s)	323.7	0.0	0.0	0.0	121.9
Total Delay (hr)	48.7	7.4	8.1	11.2	75.4
Total Del/Veh (s)	147.5	19.1	38.0	89.1	50.3

Lanes and Geometrics

14: Center St & Gardendale St

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				 	 	
Traffic Volume (vph)	715	14	73	583	33	68
Future Volume (vph)	715	14	73	583	33	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	60		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	30	
Link Distance (ft)	584			275	1918	
Travel Time (s)	13.3			6.3	43.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

16: Industrial Ave & Gardendale St

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	722	44	13	616	41	78
Future Volume (vph)	722	44	13	616	41	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	60		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	30	
Link Distance (ft)	266			1080	1573	
Travel Time (s)	6.0			24.5	35.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

SimTraffic Performance Report

14: Center St & Gardendale St Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.8	0.0	0.0	0.9
Denied Del/Veh (s)	4.1	0.1	0.0	2.0
Total Delay (hr)	6.3	1.5	1.3	9.1
Total Del/Veh (s)	30.6	7.8	30.7	15.6

16: Industrial Ave & Gardendale St Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.0	0.1
Total Delay (hr)	0.9	0.4	0.1	1.4
Total Del/Veh (s)	4.0	2.1	12.4	5.9

Lanes and Geometrics
27: Clark Ave & Flora Vista St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	12	0	0	78	0	671	29	0	868	4
Future Volume (vph)	0	0	12	0	0	78	0	671	29	0	868	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			40			30	
Link Distance (ft)		597			103			106			1097	
Travel Time (s)		13.6			2.3			1.8			24.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics
28: Clark Ave & Alondra Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	144	804	133	157	744	68	150	651	112	93	673	158
Future Volume (vph)	144	804	133	157	744	68	150	651	112	93	673	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	200		0	150		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			35			40	
Link Distance (ft)		1692			283			1495			333	
Travel Time (s)		28.8			4.8			29.1			5.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

SimTraffic Performance Report

27: Clark Ave & Flora Vista St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	0.1	0.0	0.0	0.2	0.1
Total Delay (hr)	0.1	0.1	0.3	5.8	6.6
Total Del/Veh (s)	23.1	4.4	1.9	22.8	12.3

28: Clark Ave & Alondra Blvd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.9	0.2	0.4	1.6
Denied Del/Veh (s)	0.5	3.3	0.6	1.6	1.5
Total Delay (hr)	13.9	9.9	15.0	16.2	55.0
Total Del/Veh (s)	48.3	35.0	54.8	61.8	49.7

Lanes and Geometrics

35: Dumont Ave & Artesia Blvd

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1395	85	59	1203	77	103
Future Volume (vph)	1395	85	59	1203	77	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	75		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			30	30	
Link Distance (ft)	1358			243	478	
Travel Time (s)	23.1			5.5	10.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

SimTraffic Performance Report

35: Dumont Ave & Artesia Blvd Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.2	0.0	0.0	0.2
Denied Del/Veh (s)	0.2	0.0	0.3	0.3
Total Delay (hr)	7.4	1.2	0.7	9.3
Total Del/Veh (s)	35.5	8.2	15.4	26.4

Lanes and Geometrics

37: Studebaker Rd & Business Cir

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	8	18	830	11	8	757
Future Volume (vph)	8	18	830	11	8	757
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	30		40			40
Link Distance (ft)	294		245			520
Travel Time (s)	6.7		4.2			8.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

SimTraffic Performance Report

37: Studebaker Rd & Business Cir Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.1	2.6	1.6	4.3
Total Del/Veh (s)	9.1	11.2	5.6	8.9

BUILD (2042) WITH DESIGN OPTION

Build (2042) DESIGN OPTION						
No	Intersection Name	Jurisdiction	Control Type	Synchro/SimTraffic Intersection Number	Build (2042) DESIGN OPTION: Synchro/SimTraffic Report Name	
					AM	PM
92	186th St/Jersey Ave	Artesia	All-Way Stop	38	WSAB Build Alternatives (2042) AM DESIGN OPTION	WSAB Build Alternatives (2042) PM DESIGN OPTION
93	187th St/Alburtis Ave	Artesia	Two-Way Stop	39	WSAB Build Alternatives (2042) AM DESIGN OPTION	WSAB Build Alternatives (2042) PM DESIGN OPTION
94	187th St/Corby Ave (West)	Artesia	Two-Way Stop	40	WSAB Build Alternatives (2042) AM DESIGN OPTION	WSAB Build Alternatives (2042) PM DESIGN OPTION
95	187th St/Corby Ave (East)	Artesia	Two-Way Stop	41	WSAB Build Alternatives (2042) AM DESIGN OPTION	WSAB Build Alternatives (2042) PM DESIGN OPTION
96	186th St/Pioneer Blvd	Artesia	Traffic Signal	42	WSAB Build Alternatives (2042) AM DESIGN OPTION	WSAB Build Alternatives (2042) PM DESIGN OPTION
97	187th St/Pioneer Blvd	Artesia	Traffic Signal	43	WSAB Build Alternatives (2042) AM DESIGN OPTION	WSAB Build Alternatives (2042) PM DESIGN OPTION
99	South St/Pioneer Blvd	Cerritos	Traffic Signal	45	WSAB Build Alternatives (2042) AM DESIGN OPTION	WSAB Build Alternatives (2042) PM DESIGN OPTION
110	Pioneer Blvd/Station Parking Structure/Solana Pl	Artesia	Traffic Signal	55	WSAB Build Alternatives (2042) AM DESIGN OPTION	WSAB Build Alternatives (2042) PM DESIGN OPTION

Lanes and Geometrics

38: Jersey Ave & 186th St

						
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	0	74	0	0	17	0
Future Volume (vph)	0	74	0	0	17	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		1	0		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	160			140	235	
Travel Time (s)	3.6			3.2	5.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

39: Alburtis Ave & 187th St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	161	32	30	105	0	65	0	21	0	0	2
Future Volume (vph)	0	161	32	30	105	0	65	0	21	0	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		168			181			207			92	
Travel Time (s)		3.8			4.1			4.7			2.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

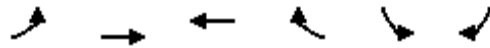
Lanes and Geometrics

40: Corby Ave (West) & 187th St

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	132	22	0	150	0	0
Future Volume (vph)	132	22	0	150	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		0	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	181			113	198	
Travel Time (s)	4.1			2.6	4.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

41: 187th St & Corby Ave (East)



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	17	114	129	53	24	22
Future Volume (vph)	17	114	129	53	24	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Link Speed (mph)		30	30		30	
Link Distance (ft)		97	373		297	
Travel Time (s)		2.2	8.5		6.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

42: Pioneer Blvd & 186th St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	28	6	66	0	17	0	254	39	6	387	0
Future Volume (vph)	52	28	6	66	0	17	0	254	39	6	387	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1009			433			557			616	
Travel Time (s)		22.9			9.8			12.7			14.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

43: Pioneer Blvd & 187th St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	35	28	41	35	9	31	240	31	12	358	63
Future Volume (vph)	55	35	28	41	35	9	31	240	31	12	358	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		125	0		0	70		0	0		0
Storage Lanes	0		1	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		373			715			365			557	
Travel Time (s)		8.5			16.3			8.3			12.7	
Confl. Peds. (#/hr)	18		7	7		18	8		22	22		8
Confl. Bikes (#/hr)						3			2			4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics
45: Pioneer Blvd & South St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	584	74	120	992	280	150	463	183	112	247	52
Future Volume (vph)	45	584	74	120	992	280	150	463	183	112	247	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%				0%				0%		0%	
Storage Length (ft)	102			100	150			100	75			100
Storage Lanes	1			1	1			1	1			1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes				Yes				Yes	
Link Speed (mph)	30				30				30		30	
Link Distance (ft)	751				1055				2265		366	
Travel Time (s)	17.1				24.0				51.5		8.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%				0%				0%		0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

55: Pioneer Blvd & Station Parking Structure/Solana PI

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	154	7	0	6	558	301	2	3	222	116
Future Volume (vph)	0	0	154	7	0	6	558	301	2	3	222	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	60		0	100		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		240			213			366			337	
Travel Time (s)		5.5			4.8			8.3			7.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

SimTraffic Performance Report

38: Jersey Ave & 186th St Performance by approach

Approach	EB	NW	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	0.1	3.2	1.0

39: Alburtis Ave & 187th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	0.5	0.6	6.4	2.2	2.4

40: Corby Ave (West) & 187th St Performance by approach

Approach	EB	WB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.1
Total Del/Veh (s)	4.2	0.7	4.4

41: 187th St & Corby Ave (East) Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.1	0.1	0.2
Total Del/Veh (s)	0.9	1.8	5.1	1.9

42: Pioneer Blvd & 186th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0
Total Delay (hr)	0.9	0.8	0.3	0.4	2.4
Total Del/Veh (s)	38.6	38.5	4.2	2.6	9.5

43: Pioneer Blvd & 187th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.0
Total Delay (hr)	0.5	0.5	0.7	1.1	2.8
Total Del/Veh (s)	13.9	18.8	7.5	8.4	12.5

SimTraffic Performance Report

45: Pioneer Blvd & South St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.3	0.0	0.2
Denied Del/Veh (s)	0.0	0.1	1.3	0.0	0.2
Total Delay (hr)	4.1	7.2	7.4	2.6	24.2
Total Del/Veh (s)	19.2	23.4	35.7	21.3	25.5

55: Pioneer Blvd & Station Parking Structure/Solana PI Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.2	0.1	0.1	0.0	0.2
Total Delay (hr)	0.3	0.0	1.9	0.2	2.1
Total Del/Veh (s)	5.2	19.3	7.3	2.1	6.8

Lanes and Geometrics

38: Jersey Ave & 186th St

						
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	0	74	0	0	24	0
Future Volume (vph)	0	74	0	0	24	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		1	0		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	160			140	235	
Travel Time (s)	3.6			3.2	5.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

39: Alburto Ave & 187th St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	120	34	44	147	0	52	0	33	0	0	2
Future Volume (vph)	2	120	34	44	147	0	52	0	33	0	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			30			30			30	
Link Distance (ft)		168			181			207			92	
Travel Time (s)		4.6			4.1			4.7			2.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

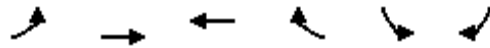
Lanes and Geometrics

40: Corby Ave (West) & 187th St

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	159	22	0	142	0	0
Future Volume (vph)	159	22	0	142	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		0	0
Taper Length (ft)			25		25	
Link Speed (mph)	25			30	30	
Link Distance (ft)	181			113	198	
Travel Time (s)	4.9			2.6	4.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

41: 187th St & Corby Ave (East)



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱		↰	↱
Traffic Volume (vph)	30	129	142	63	21	22
Future Volume (vph)	30	129	142	63	21	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Link Speed (mph)		25	30		30	
Link Distance (ft)		97	373		297	
Travel Time (s)		2.6	8.5		6.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics

42: Pioneer Blvd & 186th St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	22	16	41	0	21	0	403	11	25	424	0
Future Volume (vph)	73	22	16	41	0	21	0	403	11	25	424	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		1009			433			557			616	
Travel Time (s)		22.9			9.8			15.2			16.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics

43: Pioneer Blvd & 187th St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	59	56	38	3	16	61	240	31	9	416	65
Future Volume (vph)	57	59	56	38	3	16	61	240	31	9	416	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		125	0		0	70		0	0		0
Storage Lanes	0		1	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			25			25			25	
Link Distance (ft)		373			715			365			557	
Travel Time (s)		8.5			19.5			10.0			15.2	
Confl. Peds. (#/hr)	18		7	7		18	8		22	22		8
Confl. Bikes (#/hr)						3			2			4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

Lanes and Geometrics
45: Pioneer Blvd & South St

																						
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR										
Lane Configurations		 			 			 			 											
Traffic Volume (vph)	106	903	149	182	839	146	234	312	172	335	529	116										
Future Volume (vph)	106	903	149	182	839	146	234	312	172	335	529	116										
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900										
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12										
Grade (%)	0%				0%				0%		0%											
Storage Length (ft)	102			100	150			100	75			100										
Storage Lanes	1			1	1			1	1			1										
Taper Length (ft)	25			25			25			25												
Right Turn on Red			Yes				Yes				Yes											
Link Speed (mph)	30				30				25		25											
Link Distance (ft)	751				1055				2265		366											
Travel Time (s)	17.1				24.0				61.8		10.0											
Confl. Peds. (#/hr)																						
Confl. Bikes (#/hr)																						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95										
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%										
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%										
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0										
Parking (#/hr)																						
Mid-Block Traffic (%)	0%				0%				0%		0%											
Shared Lane Traffic (%)																						
Intersection Summary																						
Area Type:	Other																					

Lanes and Geometrics

55: Pioneer Blvd & Station Parking Structure/Solana PI

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	0	558	2	0	2	154	395	3	4	400	0
Future Volume (vph)	116	0	558	2	0	2	154	395	3	4	400	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	60		0	100		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		240			213			366			337	
Travel Time (s)		5.5			4.8			10.0			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Intersection Summary												
Area Type:	Other											

SimTraffic Performance Report

38: Jersey Ave & 186th St Performance by approach

Approach	EB	NW	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	0.1	2.5	1.0

39: Alburtis Ave & 187th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.2	0.1	0.1
Total Delay (hr)	0.0	0.1	0.1	0.0	0.2
Total Del/Veh (s)	0.2	0.9	7.3	2.1	1.5

40: Corby Ave (West) & 187th St Performance by approach

Approach	EB	WB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.1
Total Del/Veh (s)	4.0	0.7	4.1

41: 187th St & Corby Ave (East) Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.2	0.1	0.3
Total Del/Veh (s)	1.0	3.6	5.0	2.8

42: Pioneer Blvd & 186th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.1	0.0	0.1
Total Delay (hr)	1.1	0.3	0.5	0.6	2.8
Total Del/Veh (s)	18.3	14.9	4.0	4.4	4.1

43: Pioneer Blvd & 187th St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.1	0.0	0.0	0.1
Total Delay (hr)	0.7	0.3	1.6	1.1	3.6
Total Del/Veh (s)	13.7	17.9	9.8	7.9	15.3

SimTraffic Performance Report

45: Pioneer Blvd & South St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.2	0.0	0.5
Denied Del/Veh (s)	0.0	0.0	1.3	0.1	0.4
Total Delay (hr)	10.1	8.1	7.2	13.2	42.3
Total Del/Veh (s)	34.3	26.5	40.2	47.4	38.2

55: Pioneer Blvd & Station Parking Structure/Solana PI Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	2.9	0.0	0.0	0.0	2.2
Denied Del/Veh (s)	14.4	0.1	0.0	0.0	5.1
Total Delay (hr)	4.2	0.0	2.3	1.1	8.2
Total Del/Veh (s)	20.8	12.4	17.2	12.2	14.7