INTRODUCTION

This document is an Addendum to the Final Environmental Impact Report (EIR, State Clearinghouse No. 2007071020) prepared for the 680 East Colorado Boulevard Commercial Project, which was certified by the City of Pasadena on November 16, 2009. This Addendum was prepared to describe minor technical changes that have been proposed to the project description and to summarize the conclusions reached in a new technical Traffic Impact Study and Pedestrian Safety Study completed by the City of Pasadena Department of Transportation. According to Section 15164 of the *California Environmental Quality Act (CEQA) Guidelines*, an addendum to a previously certified Final EIR is the appropriate environmental document in instances when "only minor technical changes or additions are necessary" and when the new information does not involve new significant environmental effects beyond those identified in the certified Final EIR.

PROJECT DESCRIPTION

The change to the project description involves reducing the total square footage of the project and slightly changing the nature of the proposed uses. The original project included a total of 159,971 square feet dedicated to commercial office and retail uses. The current project includes a total of 145,428 square feet, with a minimum of 8,175 square feet dedicated to ground floor pedestrian oriented uses (4,500 square feet of restaurant and 3,675 square feet of ancillary retail). The remaining 137,253 square feet is dedicated to commercial office space. Table 1 below compares the characteristics of the original project and the revised project.

	Original Project	Revised Project
Lot Size	1.3 acres (57,762 square feet)	1.3 acres (57,762 square feet)
Total Floor Area	 159,971 square feet total 14,407 SF of retail use 145,564 SF of office use 	 145,428 square feet total 4,500 SF of restaurant use 3,675 SF of retail use 137,253 SF of office use
Floor Area Ratio *	2.8	2.6
Maximum Building Height	75'0"	75'0"
Building Above Grade	5 levels	5 levels
Parking Below Grade	6 levels	4 levels
Parking Spaces	522 **	367 **

Table 1 Summary of Project Characteristics

Sources: Gensler. Plan Set, June 2008, Traffic Impact Study Addendum, October 2011, Moule & Polyzoides Plan Set, September

2011

* The project site contains separate zones with floor area ratios of 2.0 and 3.0. The floor area ratio presented here is an average based on the total square footage proposed as allowed in each zone and the total area of the site.

** Under the Revised Project, all of the parking spaces may be offered for public parking at a rate set by the applicant during nonproject hours of operation.

In response to this minor project modification, the City of Pasadena Department of Transportation prepared a Traffic Impact Study and Pedestrian Safety addendum. This technical study analyzes the modified project's traffic impacts to various street segments and intersections consistent with the City's thresholds for determining significant impacts. In addition, this study analyzes the feasibility and potential traffic and pedestrian safety impacts associated with the construction of a "speed table" on El Molino Avenue, between Colorado Boulevard and Green Street as an additional traffic calming alternative for consideration by the City Council. The conclusions reached in the above-referenced study have also been summarized in this Addendum.

The preliminary project design has also been modified as set forth in Exhibits 1a through 1e. These exhibits are included in Appendix A. This design will be the one that is submitted for concept design review to the City of Pasadena's Design Commission for review pursuant to Pasadena Municipal Code Section 17.61.030.

ENVIRONMENTAL IMPACTS

This section addresses each of the environmental issues studied in the Final EIR, comparing the effects of the revised East Colorado Commercial Project with the original East Colorado Commercial Project that was the subject of the certified Final EIR. As discussed below, the proposed project revisions would have no new significant environmental effects. As such, an Addendum is the appropriate environmental document under CEQA.

Aesthetics

The revised 680 East Colorado Commercial project and its revised preliminary design would reduce aesthetic impacts when compared to those described in the Final EIR. As indicated in the Final EIR, the project is located adjacent to the Playhouse National Register Historic District, which includes most of the west side of El Molino Avenue across from the project site. To achieve a greater degree of consistency with the Pasadena Playhouse Sub-District Design Guidelines, the Playhouse National Register Historic District, and the Pasadena Playhouse, the revised project has incorporated specific changes into its architectural design. The revised preliminary design adopted a different architectural and massing strategy than the original preliminary project design. Changes made to the preliminary design reduced the massing of the building along El Molino, thereby reducing aesthetic impacts on the District and the Playhouse. Specifically, the revised project's massing strategy involves placing the five story office block at the corner of Colorado and El Molino. From there, an interconnected three-story office building extends all the way to the southern edge of the site, stepping down to two stories in the last 62 feet. In front of it, and along El Molino Ave., one- story building volumes have been proposed to specifically preserve the visual prominence of the Playhouse. Furthermore, the overall building volumes along El Molino Ave. have been expressly calibrated to respect the form and material of the Pasadena Playhouse and the Arcade Building.

The changes also embrace an architectural strategy that is more compatible with the historic resources in that all three sets of buildings are rendered in complimentary materials and styles. The two new retail/restaurant buildings facing El Molino are designed as vernacular Pasadena brick commercial blocks, with variations in form and detail, in the interest of architectural variety and consistency with the character of the Playhouse District. The three story office building in the middle of the block is designed in a serial composition typical of 1950's and 60's Southern California office block types, with a horizontal rhythm and a symmetrical entrance elevation facing the Playhouse. The massing and style of the five story office block at the corner of Colorado Blvd. and El Molino Ave. is inspired by some of the great proto- modern office buildings of the 1920's. The principal elevations of this office structure mimic the classic Deco style.

As discussed above, the revised preliminary design was undertaken to address potential aesthetic impacts to the National Register Historic District and to the historic Pasadena Playhouse. Accordingly, all potential aesthetic impacts to historic resources arising from the revised project remain less than significant, and indeed are reduced from the original project.

In addition, the revised project would not significantly increase or decrease the potential for light and glare resulting from the installation of exterior/interior light fixtures or exterior building finishes (such as glazed windows or other reflective building materials). Therefore, all mitigation measures proposed to reduce light and glare impacts to a less than significant level would still apply to the revised project.

<u>Air Quality</u>

The slightly revised project would have impacts similar to those identified in the Final EIR. Air pollutant emissions generated by construction of the proposed project would not exceed South Coast Air Quality Management District (SCAQMD) thresholds for NO_x, CO, SO₂, or PM₁₀ or PM_{2.5}. However, as with the original project, ROG emissions would exceed SCAQMD thresholds due primarily to the application of paints and varnishes during project construction. This impact would continue to be potentially significant; therefore, all mitigation measures required to reduce potential ROG emissions to a less than significant level would still apply to the revised project.

Operation of the revised project would generate air pollutant emissions, but emissions would not exceed SCAQMD operational significance thresholds. Vehicle trips (mobile emissions) and the use of natural gas and landscaping maintenance equipment (area emissions) during project operation would remain the primary source of operational emissions. As stated in the Traffic Impact Study and Pedestrian Safety Addendum prepared by the City of Pasadena Department of Transportation, the revised project would generate 1,724 daily trips, 200 AM peak hour trips, and 216 PM peak hour trips. This represents an approximate eight percent increase in total vehicle trips. To estimate the revised project's potential to impact air quality during project operations, the NO_x, CO, SO₂, PM₁₀, and PM_{2.5} emissions calculated in Table 4.2-7 of the Final EIR were increased by eight percent. Even after the eight percent increase, operational air emissions remained well below the SCAQMD thresholds for NO_x, CO, SO₂, PM₁₀, or PM_{2.5}. The revised project would not significantly increase operational air emissions or exceed the emission thresholds established by SCAQMD; therefore, impacts would remain less than significant.

The slightly revised 680 East Colorado Commercial project would have CO "hotspot" impacts similar to those described in the Final EIR. Exceedance of CO standards is most likely to occur at those locations with significant traffic congestion, meaning LOS operations of E or F. Based on the LOS criteria and the results of the traffic study addendum prepared by the City of Pasadena Department of Transportation, the revised project would not change the findings of the original traffic study prepared by Linscott, Law, and Greenspan Engineers, which found that all intersections in the project area are expected to operate at LOS D or better for existing plus pending projects and ambient growth plus the proposed project. Moreover, project related intersection impacts would be mitigated to a level less than significant after mitigation. Therefore, no intersections in the project area would require a CO hotspot analysis and CO hotspot impacts would remain less than significant.

Noise and Vibration

The slightly revised 680 East Colorado Commercial project would have noise and vibration impacts similar to those described in the Final EIR. The revised project would temporarily generate intermittent high noise levels and could generate ground-borne vibration on and adjacent to the site. Construction generated noise levels and vibration would remain less than significant after compliance with the City of Pasadena's municipal code requirements for noise reduction. In addition, the project applicant has prepared a shoring plan that avoids the use of vibratory construction equipment.

The slightly revised 680 East Colorado Commercial project would have roadway noise impacts similar to those described in the Final EIR. The revised project's impacts to roadway noise levels generated during construction and operation of the project would remain less than significant based upon the Final EIR's conclusion that the potential increase in roadway noise would be 0.2 decibels (dBA), which would not be audible.

Similar to the project analyzed in the Final EIR, the slightly revised project would generate noise levels that may periodically be audible to existing uses near the project site. Such noise sources include stationary equipment, such as rooftop ventilation and heating systems, trash hauling, and parking garage operation, and general commercial activities. Therefore, all mitigation measures proposed to reduce noise impacts on existing uses nearby to a less than significant level would still apply to the revised project.

Geology

Similar to the project analyzed in the Final EIR, seismically-induced ground shaking could destroy or damage the proposed structures, resulting in a loss of property and risk to human health. The revised project would still be required to comply with applicable provisions of the Uniform and California Building Codes, which would reduce impacts to a less than significant level.

Similar to the original project analyzed in the Final EIR, various design considerations are necessary to ensure that the project is constructed in manner that reduces the potential for adverse effects from differential settlement, corrosive soils, and collapsible soils. The project site is suitable for the proposed development with incorporation of recommendations contained in the geotechnical report, located in Appendix D of the Final EIR.

Similar to the original project analyzed in the Final EIR, the revised project involves excavation for four levels of subterranean parking and is estimated to require 63,000 cubic yards of cut, which would be exported. Excavation and soil transport could result in dispersal of soil by air and water. The transport of soil by wind could result in adverse air quality, while the transport of soil by water could adversely affect the storm drain system through accumulation of sediment. Mitigation measure AQ-1c included in Final EIR Section 4.2, *Air Quality*, would ensure that the construction site is maintained through application of soil binders or watering and sweeping and that loose soil is not tracked onto the surrounding roadway or significantly entrained into the air. In addition, Mitigation measure AQ-1c requires covering of soil transport trucks to ensure that soil is not blown into the air during transport. With adherence to this mitigation measure, the potential for adverse erosional effect would be less than significant.

<u>Traffic</u>

In response to the revised project description described above, the City of Pasadena Department of Transportation prepared an Addendum to the Traffic Impact Study and Pedestrian Safety Study dated October 12, 2011, included as Appendix B of this Addendum. This study updated the original traffic study prepared by Linscott, Law & Greenspan, dated July 3, 2008, to reflect the changes in trip generation resulting from modifications to overall building square footage, and minor changes in land use type. The October 2011 study prepared by the City of Pasadena also analyzes the construction of a speed table on El Molino Avenue as an additional measure to promote pedestrian safety. The purpose of the pedestrian safety analysis was to update the previously approved Pedestrian Safety Study report, dated January 19, 2011, which was also prepared by Linscott, Law & Greenspan Engineers.

The updated Traffic Impact Study undertakes a multi-step process to determine the level of traffic impact associated with the revised project. This process involves calculating trip generation, trip distribution, trip assignment, and estimating the percent and volume-to-capacity increase of project traffic over existing traffic at proposed intersections and street segments.

The industry standard procedure for determining the number of daily and peak hour trips a project would generate is based on published trip generation estimates from the ITE Trip Generation manual. Utilizing the ITE Trip Generation, 8th Edition, the revised project would generate an estimated 1,724 daily trips, 200 AM peak hour trips, and 216 PM peak hour trips. Table 2 provides a detailed breakdown of the revised project's trip generation estimate.

						AN	/I Pea Hour	ak	PN ł	1 Pea Iour	ak
Proposed Use Description	Land Use Code	Amount	Units	Measure	Daily	Total	In	Out	Total	In	Out
Quality Restaurant ¹	ITE 931	4,500	SF	1,000	364	3	3	0	30	20	10
Office ²	ITE 710	140,928	SF	1,000	1552	218	192	26	210	36	174
Total Project Trips					1916	222	196	26	240	56	184
			Volu	imes							
Total Project Trips (Le Net Project Vehicle T	ss 10% Transit (Trips	Credit)			(192) 1724	(22) 200	(20) 176	(3) 23	(24) 216	(6) 50	(18) 166

Table 2 Trip Generation Rates (Revised Project)

¹ 10% Walk-in trip credit towards Quality Restaurant

²Office includes 3,675 sq ft of ancillary retail use

The following intersections and street segments were identified as those most likely to be impacted by the revised project:

Study Intersections

- El Molino Avenue at Union Street
- El Molino Avenue at Colorado Boulevard
- El Molino Avenue at Green Street

Study Street Segments

- El Molino Avenue between north of Walnut Street
- El Molino Avenue between Walnut Street and Union Street
- El Molino Avenue between Union Street and Colorado Boulevard
- El Molino Avenue between Green Street and Cordova Street
- El Molino Avenue between Cordova Street and Del Mar Boulevard
- Colorado Boulevard between Hudson Avenue and Lake Avenue
- Green Street between El Molino Avenue and Arcade Alley
- Green Street between Hudson Avenue and Lake Avenue

If no significant impacts were identified at these locations, it would be reasonable to infer that additional analyses are not required for the revised project. The revised project's change in intersection V/C ratios ranged from 0.008 to 0.053 when comparing Future with Project with Mitigation to Future Pre-Project with Ambient Grown plus Cumulative Projects. This incremental increase would not exceed the City's intersection level of service thresholds. As a result, it was determined that the project would not change the findings of the original traffic study prepared by Linscott, Law, and Greenspan, Engineers, which found that intersection impacts could been mitigated to less than significant levels. Therefore, additional intersection analysis is not warranted.

The revised project's street segment impacts were slightly higher than the original project's impact. As a result, significant street segment impacts would remain and therefore all proposed mitigation measures included in the Final EIR would apply to the revised project. Table 3

below compares the revised project's growth in street segment trips with the original project's growth in street segment trips along with the type of mitigation required.

Street	: Segment Imp	acts (Original ve	s. Revised Project)
Location	Percent ADT Growth (%) Original Study	Percent ADT Growth (%) Revised Project	ADT Impact – No Change
El Molino Avenue north of Walnut Street	3.5	3.8	Soft mitigation required
El Molino Avenue between Walnut Street and Union Street	4.9	5.4	Soft mitigation required Physical mitigation may be required
El Molino Avenue between Union Street and Colorado Blvd	6.5	7.3	Soft mitigation required Physical mitigation may be required
El Molino Avenue between Green Street and Cordova Street	4.2	4.5	Soft mitigation required
El Molino Avenue between Cordova Street and Del Mar Blvd	3.4	3.7	Soft mitigation required
El Molino Avenue between Colorado and Playhouse Alley	12.3	13.2	Physical alternatives may be considered
Oak Knoll Avenue between Colorado Boulevard and Green Street	0.0	0.0	Staff review and conditions
Colorado Boulevard between Hudson Avenue and Lake Avenue	0.90	1.0	Staff review and conditions
Green Street between El Molino Avenue and Arcade Alley	1.80	2.0	Staff review and conditions
Green Street between Hudson Avenue and Lake Avenue	1.80	1.9	Staff review and conditions

		•	Table 3	
Street	Segment	Impacts	(Original v	s. Revised Project)
	_			

The Los Angeles County CMP requires a detailed analysis of arterial and freeway mainline impacts if a project will meet any of the following criteria within the CMP's geographic area:

- All CMP arterial monitoring intersections where the proposed project will add 50 or more • trips during either the AM or PM weekday peak hours of adjacent street traffic.
- If CMP arterial segments are being analyzed rather than intersections, the study area must ٠ include all segments where the proposed project will add 50 or more peak hour trips.
- Mainline freeway monitoring locations where the project will add 150 or more trips •
- Caltrans must also be consulted through the Notice of Preparation (NOP) process to ٠ identify other specific locations to be analyzed on the state highway system.

The revised project would not add 150 or more trips onto the mainline freeway monitoring locations, nor would it add 50 or more trips during either the AM or PM weekday peak hours of adjacent street traffic. Therefore, no formal CMP analysis is required as part of this Traffic Impact Study.

As shown above, the revised project does not trigger new traffic-related significant impacts; therefore, there is no change in the findings of the original traffic study. All mitigation measures required in the *Traffic and Circulation* Chapter of the Final EIR would be required for the revised project.

Pedestrian Safety

The original pedestrian safety study was prepared by Linscott, Law, and Greenspan Engineers (dated January 19, 2011). The study was undertaken as a result of subsequent litigation and it reviewed existing and future conditions with respect to pedestrian circulation and crossings in the vicinity of the 680 East Colorado Commercial project. Thirteen mid-block crossing alternatives were evaluated as part of this original study. The addendum prepared by Pasadena Department of Transportation Staff (dated October 12, 2011) analyzes the pros and cons of constructing a speed table on El Molino Avenue between Colorado Boulevard and Green Street as an additional mid-block pedestrian crossing alternative. This additional mid-block crossing alternative would be forwarded to the City Council for consideration as part of the final project review.

The speed table alternative was evaluated for consistency with the City of Pasadena's pedestrian policies, including the applicable policies within the Pasadena Mobility Element and the 2006 Pedestrian Plan. The speed table is consistent with applicable policies and objectives from the Mobility Element and the 2006 Pedestrian Plan in so far as it would: (1) provide a pedestrian crossing facility directly where activity occurs for the existing conditions based on observations of existing pedestrian crossings that occur prior to performances at the Pasadena Playhouse; (2) maintain one travel land in each direction on El Molino Avenue for vehicular access; (3) not increase traffic or traffic capacity on El Molino, a "de-emphasized" street; and (4) provide for convenient drop-off/pick up for Playhouse events for valet or self parkers.

Construction of the speed table along El Molino Avenue involves establishing a pedestrian walkway, south of Playhouse Alley. Safety enhancements such as in-pavement lighting and appropriate signage would also be considered if warranted. Roadway reconstruction would also be required to address grade changes and roadway drainage. Some issues that may be encountered in the execution of the speed table alternative include: (1) introduction of significant costs and engineering considerations during design and construction; (2) removal of some on-street parking along El Molino Avenue; and (3) aesthetic impacts of signage, if installed, on the nature of the Playhouse District.

To further evaluate the quality of El Molino Avenue after construction of the speed table, the Pedestrian Environmental Quality Index (PEQI) was used to determine the degree to which the environment (with a speed table) encourages non-motorized travel. Along El Molino Avenue, between Colorado Boulevard and Green Street, the PEQI score for existing conditions is 74 (high quality pedestrian conditions are present) for the east side of the street, and 89 (high quality pedestrian conditions are present) for the west side of the street. After construction of

the speed table, the PEQI score would be 79 for the east side of El Molino Avenue and 95 for the west side of El Molino Avenue. These scores are indicative of a high quality pedestrian environment.

Based upon the PEQI evaluation matrix shown below in Table 4, the speed table was determined to be an appropriate measure to accommodate mid-block crossings by pedestrians and slowing down vehicles in an urban environment. Construction of the speed table would not introduce any potentially significant impacts to pedestrian safety. Furthermore, the implementation of the speed table falls within the objectives stated in the Mobility Element and the Pedestrian Plan, and the speed table is an appropriate measure to slow down vehicles and accommodate the expected high volumes of mid-block crossing by pedestrians during events at the playhouse or other pedestrian attractions.

<u>Alternative</u> Description	<u>ADA</u> Accessible	<u>Impact to</u> <u>Historical</u> <u>Landmark</u>	PEQI Score East/West side of El Molino	<u>Sig. Impact</u> at off-site Int. Operation	Cost	<u>Relocate</u> <u>Valet</u>	<u>Remove on-</u> street parking	<u>Consistent</u> <u>w/ City</u> policies	<u>Potential for</u> <u>Pedestrian</u> <u>Violations</u>	<u>Selected for</u> <u>Further</u> <u>Considerati</u> <u>on</u>
Existing Condition	N/A	N/A	74/89	N/A	N/A	No	No	N/A	Yes	Yes
Speed Table	Yes	No	79/95	No	High	No	Yes	Yes	No	Yes

 Table 4

 Evaluation Matrix for the Speed Table on El Molino Avenue

Water Service

Similar to the original project analyzed in the Final EIR, the revised project would generate increased demand for water. The anticipated water demand attributable to the revised project is approximately 14.9 acre-feet/year. This is approximately nine percent (9%) less than the 16.4 acre-feet/year of water demand calculated for the original project. Nevertheless, the City of Pasadena requires that projects conserve at least 20% of potable water demand to reduce water service impacts to a less than significant level. Therefore, Mitigation Measure W-1 (LEED Water Efficiency Credit 3.1) would be required for the revised project. As with the original project, the use of water conserving fixtures in the proposed project's water system design as specified in Mitigation Measure W-1 would reduce water service impacts to a less than significant level.

Historic Resources

Similar to the original project analyzed in the Final EIR, the revised project would add a new building adjacent to the Pasadena Playhouse National Register Historic District (NRHP). The three district contributors within the NRHP district are located in the immediate vicinity of the project site, as described below.

• <u>21-27 S. El Molino Avenue</u>. This two-story commercial building is described in the NRHP nomination as "one of the premier examples of Spanish Colonial Revival

commercial architecture in Pasadena." It was built in 1927-28 and designed by Pasadena architect Frederick Kennedy, Jr.

- <u>35-39 S. El Molino Avenue</u>. The multistory Pasadena Playhouse building is described in the nomination as "the cultural focal point of the historic district," and "in style and function [related] to the Civic Center several blocks to the east." The building was constructed in two phases, 1924-25 and 1936-38, from designs by Pasadena architects Elmer Grey and Cyril Bennett. This property was also listed individually in the NRHP in 1975.
- <u>655 E. Green Street</u>. This one-story commercial building was constructed in 1925 as an automobile dealership from a design produced by architects Marston, Van Pelt and Maybury, and described in the NRHP nomination as "typical of the luxurious auto showrooms common in 1920s Pasadena."

The boundaries of the NRHP district were not expanded to include the block on which the project site is located. The property located at 680 E. Colorado Boulevard does not appear to be eligible for its association with the event of the eastwards expansion of the Pasadena Playhouse district, as it is only generally associated with these events, and does not appear to have played any notable role in these events (NRHP Criterion A and CRHR Criterion 1). The property does not appear to be eligible for listing on the NRHP or CRHR for an association with historically significant individuals (Criterion B and 2). The Biggar family operated their furniture business at the project location for a substantial period of time, but it appears that their contribution to the development of the community was limited primarily to this business. The property does not appear to be eligible as an example of a type, period, or method of construction, or to represent the work of a master designer (NRHP Criterion C and CRHR Criterion 3). It is an ordinary and non-distinctive, example of postwar Modern commercial design. The architects responsible for the 1947 remodeling of the building, Harold Bissner and Harold Zook, made significant contributions to the postwar architectural development of Pasadena, but taken within the context of their work, this building is an unexceptional example, which has also been subsequently altered. NRHP Criterion D and CRHR Criterion 4 pertain to archaeological resources and consequently are not evaluated.

The City of Pasadena Landmark Criteria are substantially similar to the NRHP and CRHR criteria. Therefore, the subject property appears to be ineligible for local landmark designation on the basis of the above NRHP and CRHR analysis. The property located at 680 E. Colorado Boulevard is not eligible for any historic listing or designation, and consequently should not be regarded as a historic resource for the purposes of CEQA.

The revised preliminary design was undertaken to address potential impacts to the National Register Historic District, to the adjacent historic Pasadena Playhouse, and the two other nearby buildings contributing to the integrity of the district. Because of the modified architectural and massing strategy of the revised preliminary design, the revised project does not have the potential to significantly impact the historic integrity of the district overall, the Playhouse, or the two other nearby buildings' contribution to the integrity of the district. This conclusion is based upon a review of the revised project's modified site plans, architectural elevations, the project architect's design narrative, and the Playhouse District NRHP nomination form, which

references the setting and scale of the adjoining historic district as having a wide variety of scale and style, and the tall buildings on Colorado Boulevard impact a distinctly urban character to this portion of the district. The revised project's urban character is consistent with this environmental setting, and at the same time is more compatible with these surrounding historic resources than the original project, and would therefore not substantially reduce the integrity of the District's historic setting or impact the Playhouse or the two other buildings contributing to the integrity of the district. One specific example of how the revised project would help maintain the historic integrity of the district is the construction of a new courtyard located directly across the street from the existing Pasadena Playhouse courtyard. In addition to locational symmetry, the courtyard is also of complimentary geometry and dimensions. A paseo and second courtyard complete the open space network in a pattern that integrates the vertical, horizontal and service movements through the proposed project site, and connects to the public realm of the rest of the Playhouse District. The revisions in architectural strategy discussed above in the *Aesthetics* Section further reinforce the project's intent to compliment the NRHP district. Impacts to historic resources would therefore be less than significant.

Similar to the original project analyzed in the Final EIR, the revised project would be larger than the adjacent Arcade Building. However, a reduction of integrity of setting for this building has been occurring incrementally over the past two or three decades, due to the construction of numerous large-scale buildings both adjacent to, and within the immediate vicinity of the building. As designed, the revised project is within the 75-foot height limit of the Central District Specific Plan, and between the 75-foot high volume of the building on Colorado Boulevard and 696 E. Colorado Boulevard. Furthermore, the scale of the Arcade building is reflected into the base of the new Colorado office block. Access to light and air for the Arcade building are protected by stepping back the new building in plan and providing a 20 foot sideyard against its western side. This transitional feature follows the directive in the City's design guidelines for the Central District to "establish a harmonious transition between newer and older buildings." Consequently, this impact would be less than significant.

REFERENCES

- City of Pasadena. *Final EIR prepared for the 680 East Colorado Commercial Project*. Certified November 16, 2009.
- City of Pasadena Department of Transportation. *Traffic Impact Study and Pedestrian Impact Study Addendum.* October 12, 2011.

LIST OF PREPARERS

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Traffic Impact Study and Pedestrian Safety Study Addendum

City of Pasadena Department of Transportation 10/12/2011

Traffic Impact Study Addendum

680 East Colorado Blvd Traffic and Pedestrian Impact Study

10/12/2011

Traffic Impact Study Addendum

The City of Pasadena Department of Transportation has conducted an in-house analysis to review potential traffic and pedestrian circulation impacts of the revised Playhouse Plaza project located at 680 E Colorado Boulevard. The project's original traffic study prepared by Linscott, Law & Greenspan, dated July 3, 2008, analyzed a 159,971 square feet of office building. This addendum will analyze the revised scope, limited to 145,428 square feet of development, and will analyze construction of a speed table on El Molino Avenue by updating the previously approved Pedestrian Safety Study report, dated January 19, 2011, prepared by Linscott, Law & Greenspan Engineers.

Project Description

The revised project consists of 140,928 square feet of general office, 4,500 square feet of quality restaurant and construction of a speed table on El Molino Avenue between Colorado Boulevard and Green Street.

Traffic Impact Analysis

Study Guidelines

Transportation impact analyses are an integral part of the environmental review process that is required for all proposed projects that are not categorically exempt under the California Environmental Quality Act (CEQA). Under CEQA, jurisdictions have the right to categorically exempt projects consisting of less than five housing units and non-residential projects with less than 2,500 square feet of floor area (CEQA 15303). Projects exempt under this class are qualified by consideration of where the project is located. If a project may impact an environmental resource or the location may be of critical concern, the project cannot be categorically exempt.

Thresholds for Determining Significant Impacts

Thresholds for determining significant impacts at intersections and street segments were developed to measure potential impacts of net new trips resulting from projects that intend to intensify an existing land use or alter existing traffic patterns. The thresholds are designed to capture a project's anticipated level of impact measured in terms of net new trips versus existing conditions.

Specific threshold criteria have been established to determine whether there would be any potential project impacts along street segments likely impacted by project traffic. A conservative approach is taken when calculating the traffic growth by basing the calculation on the increase relative to existing traffic volumes as follows:

Percentage of Increase = Net New Project Trips/Existing Daily Traffic

The following table summarizes the daily traffic growth thresholds for determining the level of street segment traffic impact:

Traffic Growth on Street Segment	Required Traffic Mitigation Measures
0.0 - 2.4% Daily Traffic Growth	Staff review and conditions
2.5% - 4.9% Daily Traffic Growth	 Initial study required if existing count is greater than 2,000 VPD Soft mitigation required
5.0% - 7.4 % Daily Traffic Growth	 Initial study required Soft mitigation required Physical mitigation may be required
7.5% + Daily Traffic Growth	 Initial study required Soft mitigation required Extensive physical mitigation may be required Project alternatives may be considered

Transportation Impact Studies must also include an intersection analysis. The significance of project-generated traffic impacts at intersections is determined by comparing the projected volume-to-capacity (V/C) change from Existing conditions with Existing Plus Project conditions, as well as from Future Without Project conditions with Future With Project conditions.

A project's traffic impact is considered significant if the change in capacity relative to the intersection level of service (LOS) meets or exceeds the thresholds contained in the following sliding scale:

Intersection Level of Service Thresholds

Intersection Level of Service Under Current Conditions	Change in Volume to Capacity (Future w/Project less Future w/o Project)
Α	0.060
В	0.050
C	0.040
D	0.030
E	0.020
F	0.010

A multi-step process was undertaken to determine the level of traffic impact by the project. This process involved trip generation, trip distribution, trip assignment, and estimating the percent and volume-to-capacity increase of project traffic over existing traffic at proposed intersections and street segments.

Project Trip Generation

	Tr	ip Genera	tion Rat	es (Revise	ed Proje	ect)					
~						AM	Peak H	lour	PM I	Peak I	Iour
Proposed Use	Land Use										
Description	Code	Amount	Units	Measure	Daily	Total	In	Out	Total	In	Out
Quality Restaurant ¹	ITE 931	4,500	SF	1,000	364	3	3	0	30	20	10
Office ²	ITE 710	140,928	SF	1,000	1552	218	192	26	210	36	174
Total Project Trips					1916	222	196	26	240	56	184
			Volu	imes							
Total Project Trips (L	ess 10% Transit	Credit)			(192)	(22)	(20)	(3)	(24)	(6)	(18)
Net Project Vehic	ele Trips				1724	200	176	23	216	50	166

¹ 10% Walk-in trip credit towards Quality Restaurant

²Office includes 3,675 sq ft of ancillary retail use

The industry standard procedure for determining the number of daily and peak hour trips a project would generate is based on published trip generation estimates from the ITE Trip Generation manual. Utilizing the ITE Trip Generation, 8th Edition, it is estimated that project traffic for revised project would be 1,724 daily trips, 200 AM peak hour trips, and 216 PM peak hour trips.

Appendix A summarizes the trip generation rates and estimated traffic volumes generated by the revised project.

Project Study Area

The project is located at the southeast corner of Colorado Boulevard and El Molino Avenue. To determine the level of intersection and street segment traffic impacts of the project, the following intersections and street segments have been identified as those most likely to be impacted by the project for review in this amendment. If no significant impacts are identified at these locations, it would be reasonable to infer that additional analyses are not required.

4

Study Intersections

- El Molino Avenue at Union Street
- El Molino Avenue at Colorado Boulevard
- El Molino Avenue at Green Street

Study Street Segments

El Molino Avenue between north of Walnut Street

680 East Colorado Blvd Traffic and Pedestrian Impact Study

- El Molino Avenue between Walnut Street and Union Street
- El Molino Avenue between Union Street and Colorado Boulevard
- El Molino Avenue between Green Street and Cordova Street
- El Molino Avenue between Cordova Street and Del Mar Boulevard
- Colorado Boulevard between Hudson Avenue and Lake Avenue
- Green Street between El Molino Avenue and Arcade Alley
- Green Street between Hudson Avenue and Lake Avenue

Appendix B describes the study intersection geometry.

Future Conditions Projections and Trip Assignment

It is estimated that traffic in the area will grow at a rate of 1.5% per year. Moreover, it is assumed that the completion date of this project will occur in 2014 with a projected start date to be in 2012. Therefore, an ambient growth rate of 3.0% was used.

Appendix C indicates the cumulative project traffic volumes at the study intersections. Also shown are the future pre-project plus ambient growth plus cumulative project traffic volumes at the study intersections.

In Appendix D Figure 6-1, taken from LLG's report dated July 3, 2008, describes the anticipated project trip distribution percentages at the study intersections.

Determination of Significant Impacts

Appendix E indicates that the change in intersection V/C ratios range from 0.008 to 0.053 when comparing Future with Project with Mitigation to Future Pre-Project with Ambient Grown plus Cumulative Projects. It was determined that the project would not change the findings of the original traffic study and intersection impacts have been mitigated to the level of insignificance.

Street Segment Impacts

Revised project alternatives impacts on street segments studied in the original traffic study and subsequent addendum were analyzed and the results are shown in the table below:

Street Segment Impacts

Location	Percent ADT Growth (%) Original Study	Percent ADT Growth (%) Revised Project	ADT Impact – No Change
El Molino Avenue north of Walnut Street	3.5	3.8	Soft mitigation required
El Molino Avenue between Walnut Street and Union Street	4.9	5.4	Soft mitigation required Physical mitigation may be required
El Molino Avenue between Union Street and Colorado Blvd	6.5	7.3	Soft mitigation required Physical mitigation may be required
El Molino Avenue between Green Street and Cordova Street	4.2	4.5	Soft mitigation required
El Molino Avenue between Cordova Street and Del Mar Blvd	3.4	3.7	Soft mitigation required
El Molino Avenue between Colorado and Playhouse Alley	12.3	13.2	Physical alternatives may be considered
Oak Knoll Avenue between Colorado Boulevard and Green Street	0.0	0.0	Staff review and conditions
Colorado Boulevard between Hudson Avenue and Lake <u>A</u> venue	0.90	1.0	Staff review and conditions
Green Street between El Molino Avenue and Arcade Alley	1.80	2.0	Staff review and conditions
Green Street between Hudson Avenue and Lake Avenue	1.80	1.9	Staff review and conditions

While the street segment impacts of the revised project alternatives are slightly higher than the original project's impact, there is no change in the outcome of the original traffic study and significant street impacts will remain. The street segments analyzed in each of the three alternatives are summarized in Appendix F.

CMP Traffic Impact Analysis

The 2004 Congestion Management Program (CMP) for Los Angeles County requires an Environmental Impact Report for all projects that determine project traffic is a significant issue. The geographic area examined in the traffic study must include the following, at minimum:

- All CMP arterial monitoring intersections where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours of adjacent street traffic

- If CMP arterial segments are being analyzed rather than intersections, the study area must include all segments where the proposed project will add 50 or more peak hour trips.
- Mainline freeway monitoring locations where the project will add 150 or more trips
- Caltrans must also be consulted through the Notice of Preparation (NOP) process to identify other specific locations to be analyzed on the state highway system.

The mainline freeway monitoring locations in Pasadena are at the following locations:

- Arroyo Parkway at California Boulevard
- Pasadena Avenue/ St John Avenue at California Boulevard
- Rosemead Boulevard at Foothill Boulevard
- 110 Freeway at Pasadena Avenue
- 134 Freeway west of San Rafael Avenue
- 210 Freeway west of Routes 134 and 710
- 210 Freeway at Rosemead Boulevard

Since this project would not add 150 or more trips onto the mainline freeway monitoring locations, nor add 50 or more trips during either the AM or PM weekday peak hours of adjacent street traffic, no further CMP analysis is required.

Conclusion

The revised project does not trigger new traffic-related significant impacts; therefore, there is no change in the findings of the original traffic study.

Pedestrian Safety Addendum

Pedestrian Safety Addendum

The City of Pasadena Department of Transportation has prepared and addendum to the Pedestrian Safety Study report, dated January 19, 2011, prepared by Linscott, Law & Greenspan Engineers. The original study reviewed existing and future conditions with respect to pedestrian circulation and crossings in the vicinity of the Playhouse Plaza project. This addendum will analyze the pros and cons of constructing a speed table on El Molino Avenue between Colorado Boulevard and Green Street as an additional alternative for mid-block pedestrian crossing on El Molino Avenue.

Introduction

The original pedestrian safety study reviewed the existing conditions in terms of the current settings as well as identification of current pedestrian amenities. Furthermore, the study reviewed current City policies and practices with respect to pedestrians. The report concluded with general comparison of the overall pedestrian environmental quality index for those alternatives considered feasible for further consideration by the City's decision-makers. This report will analyze the pros and cons of a speed table as an additional alternative for consideration by the city council. It must be noted that the public parking component considered in the original pedestrian study is not considered for the revised project and the expected number of pedestrians crossing mid-block would be less.

The following 13 alternatives were analyzed in the original pedestrian safety study:

- 1a. Uncontrolled mid-block crosswalk
- 1b. Signalized mid-block crosswalk
- 2a. Uncontrolled mid-block crosswalk with roadway narrowing along both sides of El Molino Avenue
- 2b. Signalized mid-block crosswalk with roadway narrowing along both sides of El Molino Avenue
- 3a. Uncontrolled mid-block crosswalk with roadway narrowing along west side of El Molino Avenue
- 3b. Uncontrolled mid-block crosswalk with roadway narrowing along west side of El Molino Avenue
- 4. Pedestrian tunnel
- 5. Pedestrian overpass/bridge
- 6. Partial northbound El Molino Avenue lane closure and mid-block crossing
- 7. Partial southbound El Molino Avenue lane closure and mid-block crossing
- 8a. Full-time full mid-block closure of El Molino Avenue and mid-block crossing
- 8b. Part-time full mid-block closure of El Molino Avenue during Playhouse events only
- 9. Installation of physical barriers along the east side of El Molino Avenue

Existing City of Pasadena Pedestrian Policies

Pasadena Mobility Element

"Pasadena will be a city where people can circulate without cars" is one of the seven guiding principles creating a vision for the City's future. In particular, Policy 2.7 of Section 3.2.2 of the City's Mobility Element states: "Promote improvements for pedestrians to support vibrant and active streets and major places of activity. The construction of a speed table would fall within the objectives of the Mobility Element.

2006 Pasadena Pedestrian Plan

Pasadena has many places of pedestrian activity, each with their own distinct identity. The policy goals and objectives for these neighborhoods seek to achieve a livable community, with vibrant and interesting streets and plazas, that is shaped by community values and reflect the views of the Citv's residents. Section 3.3 of the Pasadena Pedestrian Plan highlights several citywide policies and strategies to achieve a livable and walkable community. For instance, Strategy 1.7 states: "Enhance pedestrian circulation and create walkable places in neighborhoods, at community centers, and at appropriate locations such as major activity centers and along mixed-use boulevards. A plan for pedestrian-oriented development that encourages lively pedestrian circulation among parcels, uses, transit stops, and public spaces." In addition, Strategy 4.3 states: "Maintain a hierarchical distinction in the design of streets; nonetheless all streets should accommodate a diversity of users, multiple purpose and modes of transportation including walking." Furthermore, Strategy 6.3 states: "Parcels that include parking and buildings should be designed to achieve a cohesive and safe interaction between automobile and pedestrian circulation within the site and between adjacent properties and activities and immediately adjacent to transit stops." The construction of a speed table would fall within the objectives of the Pedestrian Plan.

Speed Table Alternative

As reviewed, various alternatives were proposed in the Linscott, Law and Greenspan Engineers report dated January 19, 2011 to address future pedestrian traffic along El Molino Avenue.

The speed table alternative involves the construction of a raised pedestrian walkway, south of Playhouse Alley, with pavement treatment differentiating it from the roadway. Installation of safety enhancement such as in-pavement lighting and appropriate signage would be considered if warranted. Reconstruction of the roadway to appropriately transition the grade change due to the speed table installation, and modifications to the roadway drainage system will also be required.

Positive Aspects of the Speed Table Construction Alternative

The speed table would fall within the objectives of the Mobility Element and Pedestrian Plan for the following reasons:

- Provides a pedestrian crossing facility directly where activity occurs for the existing conditions based on observations of existing pedestrian crossings that occur prior to and after performances at the Pasadena Playhouse
- Maintains one travel lane in each direction on El Molino Avenue for vehicular access
- Implementation does not increase traffic or traffic capacity on El Molino, a deemphasized street.
- Provides for convenient drop-off/pick up for Playhouse events for valet or selfparkers.

Negative Aspects of the Speed Table Construction Alternative

Some issues that may be encountered in the execution of the implementation of the speed table alternative may be the following:

- May introduce significant cost and engineering considerations in design and construction
- Removes some on-street parking along El Molino Avenue
- Signage, if installed, may aesthetically impact the nature of the District

El Molino Avenue Pedestrian Environmental Quality Index Score

The Pedestrian Environmental Quality Index (PEQI) is a tool used to describe the quality of street and intersection conditions as it may affect pedestrian perception and behavior on a street. PEQI scores reflect the degree to which the environment encourages non-motorized travel. The PEQI scores quantitatively rank the intersections and street segments from highest quality (PEQI Score 100-81) to poor quality (PEQI Score 20 and below). Along El Molino Avenue between Colorado Boulevard and Green Street, the existing PEQI score is 74 (high pedestrian conditions are present) for the east side of the street, and 89 (highest quality) for the west side of the street. Introduction of a speed table is considered a traffic calming measure improving the PEQI score to 79 and 95 for east and west sides of El Molino Avenue, respectively. Appendix G summarizes the PEQI calculations for the project.

Conclusion

Based on the evaluation matrix shown below, it is determined that construction of a speed table on El Molino Avenue is an appropriate measure to accommodate mid-block crossing by pedestrians and slowing down vehicles in an urban environment.

<u>Alternative</u> Description	<u>ADA</u> <u>Accessible</u>	Impact to <u>Historical</u>	PEQI Score East/West side of El Molino	<u>Sig. Impact at</u> <u>off-site Int.</u> <u>Operation</u>	Cost	<u>Relocate</u> <u>Valet</u>	Remove on- street parking	<u>Consistent w/</u> <u>City policies</u>	<u>Potential for</u> <u>Pedestrian</u> <u>Violations</u>	<u>Selected for</u> <u>Further</u> Consideration
Existing Condition	N/A	N/A	74/89	N/A	N/A	No	No	N/A	Yes	N/A
Speed Table	Yes	No	79/95	No	High	No.	Yes	Yes	No	Yes

Evaluation Matrix for the Speed Table on El Molino Avenue

Findings

680 East Colorado Blvd Traffic and Pedestrian Impact Study

10/12/2011

Traffic Impact Study Addendum

DOT analysis found that the project would not cause any additional project-related traffic impacts at the studied intersections. The project would cause similar project-related traffic impacts at the studied street segments as was previously analyzed in the original traffic study and subsequent street segment analysis. Therefore, there is no change in the findings of the original traffic study.

Speed Table on El Molino Avenue

The implementation of the speed table falls within the objectives stated in the Mobility Element and the Pedestrian Plan, the speed table is an appropriate measure on a minor arterial street in an urban setting to slow down vehicles and accommodate expected high volumes of mid-block crossing by pedestrians during events at the playhouse and on mid-day weekdays. The design and approval of the speed table shall be coordinated with the Departments of Public Works and Transportation.

Appendix A -Trip Generation

TRIP GENERATION CALCULATION Project Name: 680 E Colorado Blvd Revised project - 140,928 sf general office; 4,500 sf quality restaurant

		in delle all	UII RAIES (oroposed)							
						4	M Peak Ho	ur		Peak Ho	ur
Proposed Use	Land Use Code	Amount	Units	Measure	Daily	n	Out	Total	п	Out	Total
General Office Building*	710	140,928	SF	1000	11.01	1.36	0.19	1.55	0.25	1.24	1.49
Retail	San Diego	0	SF	1000	40.00	0.72	0.48	1.20	1.80	1.80	3.60
Quality Restaurant	931	4,500	SF	1000	89.95	0.81	0.00	0.81	5.02	2.47	7.49
High-Turnover (Sit-Down) Restaurant	932	0	SF	1000	127.15	5.99	5.53	11.52	6.58	4.57	11.15
Fast-Food Restaurant without Drive-Through Window	933	0	SF	1000	716	26.32	17.55	43.87	13.34	12.81	26.15
		1	Volumes								
						4	M Peak Ho	ur		Peak H	L.
Proposec	d Use				Daily	L	Out	Total	Ē	Out	Total
General Office Building*					1552	192	26	218	36	174	210
Retail	Y MAN & NA Y MAN AND A MANAGAMA AND AND AND AND AND AND AND AND AND AN	and the second	and some many second and a second second second second		0	0	0	0	0	0	C
Quality Restaurant	AND IN FOR MALE AND	A CONTRACTOR OF	and the average of the second s		364	3	0	e	20	10	30 1
High-Turnover (Sit-Down) Restaurant	an na far an				0	0	0	0	0	0	
Fast-Food Restaurant without Drive-Through Window	a sura da mana ana ana ana ana ana ana ana ana a	A mandemine and the first many first independent on the latter of the second	a de la companya de l		0	0	0	0	0	0	0
Total Project Trips					1916	196	26	222	26 1	184	240
Internal Trip Capture	%0				0	0	0	0	0	0	0
Walk-In	%0				0	0		0	0	0	0
Transit Trips	10%				192	20	(F)	22	9	18	24
Pass-By Trips	%0				0		0		0	0	0
Net Project Vehicle Trips					1724	176	23	200	l 50	166	216
										The second se	

* including 3,648 sq ft of ancillary retail use

166 216 200 50 23 176 1724 Net total (proposed minus existing trips)

w 10% wall

Appendix B -Intersection Geometry



Appendix C -Intersection Volumes

			AM Pe 680 E Colc	ak IntersectionV rado Blvd - Revi	olumes sed Project					
Intersection	Direction	Existing Year (2011)	Project	Existing w	Future Pro- project (Assume Build-Out 2014) 2014)	Related Projects from previous study	Total Related Projects	Future Pre- Project w/ Ambient + Related Projects	Future w/ Project	Future w/ Project w/ mitigation
		Volumes	Volumes	Volumes	5.0% Volumes	Volumos	Volumee	Volumoe	Volume	Volume
El Molino Ave at 1 hicen St	NIRI	1.7	-	OL CL	CO CO	CALILION VI	Columby	VOULTES	VOUNTIES	voumes
TH INFORM AND AND AL OUTION OF	NDL	6	° .	۲,	69	01	01	64	82	126
	ISN 19	9/1 V	5	181	181	7	7	188	193	193
	NBK	Ð	0	0	0	0	0	0	0	0
	SBL	0	0	0	0	0	0	0	0	0
	SBT	323	53	376	333	13	13	346	398	368
	SBR	\$	0	54	56	0	0	56	56	56
	EBL	0	0	o	0	0	0	0	0	0
	EBT	0	0	0	0	0	0	0	0	0
	EBR	0	0	0	0	0	0	0	0	C
	WBL	32	6	41	33	30	30	69	22	4
	WBT	716	0	716	737	v	o	737	757	727
	WBR	25	0	25	26	0	o	26	26	96
El Molino Ave at Colorado Blvd	NBL	25	2	27	26	51	151	41	57	
	NBT	140	. ∞	148	1 1	71 17	17	191	64 9 <u>4</u>	212
	NBR	26	e	29	77	C	0	76		- C2
	SBI	38	C	78	90 00	, 1	, c	5	2	~
	SRT	291) ly	302	61 17	11	1 5	₩	14	0
	CBR	УК УК	0	96	7/1 7/1	\ <i>C</i>	10	507	0/7	107
	i e	3 5	ò	D7	17 04	<u>v</u>	<u>7</u>	9 8	0	\$ 8
	Log	Vov		(a)				97	07	07
	<u>a</u> 8	001	> <	104	\$ 1	100	8	609	900	\$80
	FBK	9	6	24	15	13	13	28	37	37
	WBL	37	26	63	38	0	0	38	2	8
	WBT	537	0	537	553	156	156	602	602	602
	WBR	36	0	36	37	0	0	37	37	37
El Molino Ave at Green St	NBL	0	0	0	0	0	0	0	c	0
	NBT	164	35	661	169	32	32	201	986	736
	NBR	65	0	65	67	0	0	67	67	19
	SBL	72	9	78	74	U	C	PL.	08	8
	SRT	140		651	151	202	205	506		~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~
	CBD			4 C		S	8	607		-707 -
			>			>	0	0	n	o
	191	57	44	13	30	0	0	30	74	74
	EBT	542	0	542	558	7	۲	565	565	565
	EBR	32	0	32	33	0	0	33	33	33
	WBL	0	0	0	0	0	0	0	0	0
	WBT	0	0	0	0	0	0	0	0	0
	WBR	0	0	0	0	0	0	10	o	C

AM Peak

			PM Pe 680 E Colo	ak Intersection V. rado Bivd - Revi	olumes sed Project			SA A MANA SA ANA ANA ANA ANA ANA ANA ANA ANA A		
Intersection	Direction	Existing Year (2011)	Project	Existing w/ Project	Future Pre- project (Assume Build-Out 2014)	Related Protects from previous study	Total Related Projects	Future Pre- Project w/ Ambient + Related Projects	Future w/ Project	Future w/ Project w/ mitigation
					Ambient Growth 3.0%					
		Volumes	Volumes	Volumes	Volumes	Volumes	Volumes	Volumes	Volumes	Volumes
El Molino Ave at Union St	NBL	52	25	77	54	50	50	104	129	171
	NBT	217	33	250	224	30	30	254	287	287
	NBR	0	0	0	0	0	0	0	0	0
	SBL	0	0	0	0	o	0	0	0	0
	SBT	252	15	267	260	9	9	266	281	245
	SBR	89	0	89	92	0	0	92	32	92
_	EBL	0	0	0	0	0	0	0	0	0
	EBT	0	0	0	0	0	0	0	0	0
	EBR	0	0	0	0	0	0	0	0	0
	WBL	4	£	47	45	20	20	65	68	89
	WBT	827	0	827	852	0	0	852	852	852
	WBR	19	0	61	63	0	0	63	63	63
El Molino Ave at Colorado Blvd	NBL	12	17	29	12	14	14	26	43	0
	NBT	229	58	287	236	38	38	274	332	375
	NBR	42	25	67	43	0	0	43	8 9	68
_	SBL	9 9	0	99	68	4	4	72	22	0
	SBT	219	18	237	226	27	27	253	270	306
_	SBR	28	0	28	29	5	5	¥.	34	34
	EBL	59	0	59	19	4	42	103	103	103
_	EBT	1,007	0	1,007	1,037	4	144	1,181	1,181	1,217
_	EBR	28	3	31	29	17	17	46	48	48
_	WBL	46	80	54	47	0	0	47	55	55
-	WBT	256	0	957	986	192	192	1,178	1,178	1,178
	WBR	41	0	41	42	15	15	57	57	57
El Molino Ave at Green St	NBL	0	0	0	0	0	0	0	0	0
	NBT	218	10	228	225	52	52	277	287	287
	NBR	49	0	49	50	0	0	50	50	50
	SBL	2	42	901	99	0	0	. 66	101	143
	SBT	263	25	. 288	271	4	4	315	340	340
	SBR	0	0	0	0	0	0	0	0	0
	EBL	8	13	73	62	0	0	62	74	74
	EBT	1,095	0	1,095	1,128	12	12	1,140	1,140	1,140
_	EBR	73	0	73	75	0	0	75	75	2
_	WBL	0	0	0	0	0	0	0	0	0
	WBT	0	0	0	0	0	0	0	0	0
_	WBR	0	0	0	0	0	0	0	c	C

Appendix D -Project Trip Distribution



Appendix E -Intersection V/C Ratio
.

Intersection	Peak Hour	Existing) (2011)	ear	Existing w/	Project	Change	Significant Impact?	Future Pre-p w/ Ambient C	roject ìrowth	Future Pre-P w/ Ambier Related Pro	roject at + jects	Future w/ P1	roject	Change	Significant Impact?	Future w/ Proj Mitigatio	ject w/	Change	Significant Impact?
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS	V/C	LOS			V/C	LOS		•
El Molino at Union	AM	0.475	۲	0.509	۲	0.034	NO	0.486	۷	0.504	<	0.538	A	0.034	NO	0.546	A	0.042	NO
El Molino at Colorado	AM	0.419	۲	0.460	۲	0.041	NO	0.429	v	0.523	Ķ	0.565	Y	0.042	NO	0.531	Y	0.008	NO
El Molino at Green	AM	0.395	A	0.428	۷	0.033	NO	0.404	¥	0.424	A	0.457	V	0.033	NO	0.463	A	0.039	NO
Intersection	Peak Hour	Existing)	rear	Existing w/	Project	Change	Significant Impact?	Future Pre-p w/ Ambient C	roject irowth	Future Pre-P w/ Ambier Related Pro	roject nt + jects	Future w/ Pr	roject	Change	Significant Impact?	Future w/ Pro Mitigatio	iject w	Change	Significant Impact?
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS	V/C	LOS			V/C	LOS		
El Molino at Union	PM	0.468	۷	0.492	<	0.024	NO	0.480	¥	0.516	V	0.540	V	0.024	NO	0.543	A	0.027	NO
El Molino at Colorado	PM	0.629	æ	0,692	в	0.063	YES	0.637	ບ	0.751	υ	0.810	۵	0.059	YES	0.768	ပ	0.017	NO
El Molino at Green	Md	0.535	A	0.575	۷	0,040	NO	0.549	A	0.582	A	0.614	в	0.032	NO	0.635	в	0.053	NO

x

¥

- Appendix F Street Segment Analysis

Street Segment Analysis IDS - 680 E Colorado Blvd

 ADT^2 Percent Growth 12.3% 4.9% 0.0% 1.8%6.5% 4.2% 3.4% 0.9% 1.8%3.5% Growth 13.2% Percent 1.9%0.0% 2.0% ADT 3.8% 5.4% 7.3% 4.5% 3.7% 1.0%ADT Volume W/Project Existing 11,314 10,942 7,908 7,520 4,610 26,101 8,050 8,264 6,716 5,808 Project Daily Dist.¹ 216 302 604 302 216 992 259 216 431 0 15% Out 20% Out 25% Out 35% Out 20% Out 15% Out 60% Out 5% Out 25% Out 30% In 35% In 10% In Project 20% In 15% In 0% Out 55% In 0% In 15% In Total Dist. Existing Traffic Volume 10,726 11,098 25,842 7,606 7,619 7,660 6,414 6,528 4,610 5,592 El Molino Avenue between Colorado Oak Knoll Avenue betwee Colorado El Molino Avenue and Arcade Alley Hudson Avenue and Lake Avenue Hudson Avenue and Lake Avenue Cordova Street and Del Mar Blvd Green Street and Cordova Street Union Street and Colorado Blvd Walnut Street and Union Street Colorado Boulevard between El Molino Avenue between Boulevard and Green Street El Molino Avenue between El Molino Avenue between El Molino Avenue between El Molino Avenue north Location Green Street between Green Street between and Playhouse Alley of Walnut Street

¹ Daily project volume included inbound and outbound trips based on the proposed project net increase of 1,726 daily trip ends (approximately 863 inbound trips and 863 outbound trips.)

² Percent ADT shown from LLG's Final Traffic Impact Study dated July 3, 2008 and Additional El Molino Avenue Street Segment Analysis memo dated March 10, 2009. Daily project trips used for those reports are 1,585 daily trips (approximately 793 inbound

Appendix G -PEQI Calculations

Indicator Cangory Josefilter Basement Weighter Greeney Weighter Cangory Heading Cangory Construction Cangory Heading Cangory <	[T			ŧ/E		S	/w
Industry						Weighted			Weighted
Indicator Indicator Contractor Statume Contractor Statume					Response	Response		Response	Response
India of a large change Key in the second is a second is second is second is a second is a second is a second is second is			Indicator	Indicator	Category	Category	Indicator	Category	Category
Time Samber of Lones 2.4 Nu Loses 16 0 16 0 10 0 10 0 10 0 10 0 10		Indicator Category	Score	Response	Score	Score	Response	Score	Score
Amount class	Traffi	ic Number of Lange	1 24	No lanar	10	•	No Janor	10	•
Image: state in the s		Romber of Lanes	2.4	NO. Lanes	9,1	0	No. Lanes	9.1	0
And And O And O And And O Version spring 1.2 No No 1.20 0 No				2	7.7	19	2	7.7	19
Face Way Traffic 1.3 4.5 1.50 6.0 4.0 6.0 4.0 6.0 4.0 6.00 <th6.00< th=""></th6.00<>				. 3	3.6	0	3	3.6	0
Law May Junin. 1.2 (b)		To a liter Total		4+	1.80	0	4+	1.80	0
Vehick Speed 2.7 Jen Ma 20 mph 10.00 0 List Ban 20 mph 10.00 0 Tarific Volume 2.4 Jen Ma 20 mph 10.00 0 Jen Ma 20 mph 10.00		two-way tranic	1.0	No (One-way traffic)	3.60	0	No (One-way traffic)	3.60	10
Image: start of the s		Vehicle Speed	2.7	Less than 20 mph	10.00	0	Less than 20 mph	10.00	0
30-8 mpb 430 0 0 30-8 mpb 430 0 0 300 0 300 730 0 300-8 mpb 730 50 1 3000-8000 730 0 300-8 mpb 730 50 7 </td <td></td> <td></td> <td></td> <td>20-30 mph</td> <td>7.30</td> <td>22</td> <td>20-30 mph</td> <td>7.30</td> <td>22</td>				20-30 mph	7.30	22	20-30 mph	7.30	22
Turtlic Values 2.4 Unit limit 2000 3.5 0 Line limit 2000 4.53 0 Presence of Traffic Calling Features 2.4 No 2.3 0 3000 - 5000 4.50 11 3000 - 5000 4.50 11 Presence of Traffic Calling Features 2.4 No 2.3 0 No 1.0 3000 - 10,000 4.50 1.0 3000 - 10,000 4.50 1.0 3000 - 10,000 4.50 1.0 3000 - 10,000 4.50 1.0 3000 - 10,000 4.50 1.0 3000 - 10,000 1.0 300 0 0 No 4.51 1.0 3.51 1.0 0 9.51 1.0 0 9.51 1.0 0 1.00 0 1.0				30-40 mph	4.50	0	30-40 mph	4.50	0
Image: state of the s		Traffic Volume	2.4	Less than 1.000	9.10	0	Less than 1,000	9.10	0
Solo-10,000 4.50 1.1 9000-10,000 4.50 1.1 9000-10,000 4.50 1.1 9000-10,000 4.50 0 More than 10,000 2.00 0 More than 10,000 2.00 0 More than 10,000 2.00 0 8.50 2.00 0 8.50 2.00 0 8.50 2.00 0 8.50 2.00 0 8.50 2.00 0 8.50 7.00 2.0 9 9.50 7.00 9 9.50 7.00 7.00 9 9.50 7.00 9.50 9.55 7.00 9.00 9.55 7.00 9.00 9.55 7.00 9.00 9.55 9.00 <				1000-5000	7.30	0	1000-5000	7.30	0
Presence of Traffic Calming Features 2.4 North the 10,000 2.00 0 More than 10,000 2.00 0 Street delign Vidith of Sidewalk 2.4 Street delign 100 2.00 0 10				5000-10,000	4.50	11	5000-10,000	4.50	11
Presence of Corls L.3 His L.3 Corr His L.3 His L.3 Corr Cor Corr Cor Co				More than 10,000	2.70	0	More than 10,000	2.70	0
Street design Image: Control of Science of Contr		Presence of Tranic caiming reatures	2.4	res	2.70	20	No	2.70	20
Street design - <						82			82
Street design 2.4 Greater than 12 ft 5.60 2.2 Greater than 12 ft 5.57 2.2 Width of Sidewalk 2.4 Greater than 12 ft 5.73 0 5.57 2.23 0 Sidewalk ingediments 2.4 Non Applicable 0.61 0 Non Sidewalk 0.61 0 Non Sidewalk 0.61 0 Non Applicable 5.00									
Wath of Sidewak 2.4 Greater Than 12 rt 5.09 22 Greater Than 12 rt 5.09 22 International Control 1.2	Street design	n							
idexalk impediments 2.4 1.4 0 2.3 0 0.61 0.61 0.61 0.61 0.61 0.61 0 0.61 0.61 0 0.61 0.61 0 0 0.61 0.61 0 0.61 0 0 1.61 0.61 0 0 1.61 0.61 0 0 1.61 0.61 0 0 1.61 0.61 0 0 0 1.61 0 1.61 0 0 1.61 0 1.61 0 1.61 0 1.61 0 1.61 0 1.61 0 1.61 0 1.61 0 1.61 0 1.61 0 1.61 0 1.61 0 1.61 0 1.61 0 1.61 0 1.61 0 1.61 0 0 0 0 1.61 0 1.61 0 1.61 0 1.61 0 1.61 0 1.61 0 1.61		width of Sidewalk	2.4	Greater than 12 ft	9.09	22	Greater than 12 ft	9.09	22
Large Sidewalk impediments 2.4 None 10.00 0 None 10.00 0 Sidewalk impediments 2.4 None 10.00 0 None 10.00 0 None 10.00 0 None 10.00 None 10.00 <td></td> <td></td> <td></td> <td>5-8 ft</td> <td>5.45</td> <td>õ</td> <td>5-8 ft</td> <td>5.45</td> <td>õ</td>				5-8 ft	5.45	õ	5-8 ft	5.45	õ
Sidewalk impediments - No.ce 0.61 0 No.ce 0.61 0 No.ce 1.00 0 No.ee 1.00 No.ee <td> </td> <td></td> <td></td> <td>Less than 5 ft</td> <td>2.73</td> <td>0</td> <td>Less than 5 ft</td> <td>2.73</td> <td>0</td>				Less than 5 ft	2.73	0	Less than 5 ft	2.73	0
Sidewalk impediments 2.4 None 15.00 0 None 15.00 0 None 5.03 13 Large Sidewalk Obstructions 2.1 No No 7.27 15 No No <td> </td> <td></td> <td></td> <td>No Sidewalk</td> <td>0.61</td> <td>0</td> <td>No Sidewalk</td> <td>0.61</td> <td>0</td>				No Sidewalk	0.61	0	No Sidewalk	0.61	0
Image of the Application of		Sidewalk Impediments	2.4	None	10.00	0	None	10.00	0
Image of the section of the				Not Applicable	5.00	0	Not Applicable	5.00	13
Large Sidewalk Obstructions 2.1 No 7.2 15 No 7.2 15 Ves, Fernanatet 0 Ves, Fernanatet 0 Ves, Fernanatet 0 Ves, Fernanatet 0 Presence of Curbs 2.1 Construction 0.0 0 17 Construction 2.61 0 Driveway Cuts 1.8 S or more 2.73 0 None 8.18 1.00 No 8.18 1.00 No				Significant	0.91	0	Significant	0.91	0
Ves, Emporary Ves, Permanent Ves, Permanent		Large Sidewalk Obstructions	2.1	No	7.27	15	No	7.27	15
Image: construction of the sector o				Yes, Temporary	[0	Yes, Temporary		0
rescance of Curbs 2.1 rescance of Curbs 5.00 0 Not Applicable 5.00 0 Presence of Curbs 2.1 Continuous Curb 8.18 37 Continuous Curb 3.18 0 Driveway Curb 1.8 5 or more 2.73 0 Fere (less than 5) 5.55 0 Trees 1.8 5 or more 8.18 0 None 8.18 0 Fere (less than 5) 5.55 0 Trees 1.8 5 or more 3.41 0 Sorematically funded 5.63 0 Presence of Burlier 1.2 Yes 7.73 0 Yes 7.73 0 Yes 7.73 0 1.8 4 0 3.84 4 0 3.84 7 3.84 7 3.85 7 3.85 7 3.85 7 3.85 7 3.85 7 3.85 7 3.85 7 3.85 7 3.85 7 3.85 7 3.85 7				Yes, Permanent Ves, Perm & Temp	3.64	0	Yes Perm & Temp	3.64	0
Presence of Curbs 2.1 Continuous Curb 8.18 17 Continuous Curb 8.18 17 Driveway Cuts 1.8 Sormare 2.73 0 Sormare 2.73 0 Trees 1.8 Sormare 2.73 0 Sormare 2.73 0 Trees 1.8 Sormare 2.73 0 Noce 8.18 1.8 5.65 0 Trees 1.8 Continuous Lind 5.05 0 Continuous Lind 5.06 0 None 8.18 1.0 Planters/Gardens 1.2 Yes 7.0 Yes 7.0 None 3.64 0 Presence of Buffer 2.1 Bike Lane and Trane Retricted 7 No 3.64 7 No 3.64 7 Presence of Buffer 2.1 Bike Lane and Trane Retricted 7 No Bike Lane 7.00 0 Bike Lane 7.0 0 1.0 Parallel Parking 6.00 1.0 2.00 0				Not Applicable	5.00	ő	Not Applicable	5.00	ŏ
Image: bit is a set of the set o		Presence of Curbs	2.1	Continuous Curb	8.18	17	Continuous Curb	8.18	17
Driveway Cuts 1.8 5 or more None 2.73 0 5 or more None 2.73 0 5 or more None 2.73 0 5 or more None 2.74 0 5 or more None 2.74 0 None 2.18 0 Trees 1.8 Continuous Lined Speratically Lined 5.01 Few (less thin 5) 5.45 0 None 8.18 0 Planters/Gardens 1.2 Yes 7.13 0 Yes 7.23 0 Yes 7.22 0 Yes 7.22 0 Yes 7.22 0 Yes 7.22 0 Yes 7.23 0 0 7.21 1.20 0 0 7.21 1.20				No Curb	3.18	0	No Curb	3.18	0
Image Image <th< td=""><td></td><td>Driveway Cuts</td><td>1,8</td><td>5 or more</td><td>2.73</td><td>0</td><td>5 or more</td><td>2.73</td><td>0</td></th<>		Driveway Cuts	1,8	5 or more	2.73	0	5 or more	2.73	0
Trees 1.8 Continuous Lined Sporalically lund 9.09 0 Continuous Lined Sporalically lund 9.09 0 Plantert/Gardens 1.2 Yes 7.7 0 Sporalically lund 3.64 None 7.8 0 Sporalically lund 6.36 11 Public Seating 1.8 Yes 7.73 0 Yes 7.73 0 Presence of Buffer 2.1 Bike Lane and Parallel Parking Bike Lane and Trine Restricted 10.0 0 Bike Lane and Parallel Parking 0 Bike Lane and Parallel Parking 0 0 Bike Lane and Parallel Parking 0 0 0 Bike Lane 0				None	8.18	0	None	8.18	15
Land Use Sport acting Vined None 6.36 0 11 Sport acting Vined None 6.36 0 11 Sport acting View 6.36 0 10 None 3.64 0 0 None 3.64 0 0 None 3.64 0 0 None 3.18 0 4 Non 3.18 0 4 No 3.16 0 10.00 0 3.64 0 7 No 3.60 0 0 Diste Lane and The Retricted Parking 0 0		Trees	1.8	Continuous Lined	9.09	0	Continuous Lined	9.09	0
None 3.64 0 None 3.64 0 Planter/Gardens 1.2 Yes 7.73 0 Yes 7.73 4 Public Seating 1.8 Yes 7.27 0 Yes 7.27 0 Presence of Buffer 2.11 Bike Lane and Parallel Parking Bike Lane and Parallel Parking 10.00 0 Bike Lane and Parallel Parking 10.00 0 Bike Lane and Parallel Parking 0				Sporadically Lined	6.36	11	Sporadically Lined	6.36	11
Patherly Mathem 1.2 Ho 1.3 0 Ho 1.3 0 Public Seating 1.8 Yes 7.27 0 No 7.27 0 Presence of Buffer 2.1 Bike Lane and Parallel Parking Bike Lane 10.00 0 Bike Lane and Parallel Parking Bike Lane 10.00 0 Bike Lane and Parallel Parking Parallel Parking 10.00 0 Bike Lane 7.00 0		Obertana (Condena)	<u> </u>	None	3,64	0	None	3.64	0
Public Seating 1.8 Yes 7.27 0 Yes 7.27 No 3.64 7 Presence of Buffer 2.1 Bile Lane and Parallel Parking Bile Lane Parking 10.00 0 Bile Lane and Parallel Parking Bile Lane and Parallel Parking Bile Lane Parking 0 0 Bile Lane and Parallel Parking Bile Lane Parallel Parking 0		Pranters/Gardens	1.2	No	3.18	4	No	3.18	4
No 3.64 7 No 3.64 7 Presence of Buffer 2.1 Bite Lane and Time Restricted Parallel Parking Bite Lane 10.00 0 Bite Lane and Time Restricted Parallel Parking Bite Lane 10.00 0 Bite Lane 10.00 0 Presence of Buffer 2.1 Bite Lane and Time Restricted Parallel Parking Bite Lane 0 0 0 Bite Lane 7.00 0 Parallel Parking Bite Lane 7.00 0 <td></td> <td>Public Seating</td> <td>1.8</td> <td>Yes</td> <td>7.27</td> <td>0</td> <td>Yes</td> <td>7.27</td> <td>0</td>		Public Seating	1.8	Yes	7.27	0	Yes	7.27	0
Presence of Buffer 2.1 Bike Lane and Parallel Parking Bike Lane and Time Restricted Parallel Parking Bike Lane and Time Restricted Parallel Parking Bike Lane and Time Restricted Parallel Parking Bike Lane Parallel Parking Bike Lane Parallel Parking Bike Lane Parallel Parking Time Restricted Parallel Parking Time Restricted Paral				No	3.64	7	No	3.64	7
Land Ure Dime Latie and time framework Dime Latie and time fra		Presence of Buffer	2.1	Bike Lane and Parallel Parking	10.00	0	Bike Lane and Parallel Parking Bike Lane and Time Postsisted	10.00	0
Land Use Bilk Lane 7.00 0 Bilk Lane 7.00 0 Paralle Parking Time Restricted Paralle Parking None 1.00 0 0 0.00				Parallel Parking		0	Parallel Parking		o
Land Use Parallel Parking Time Restricted Parallel Parking None 6.00 0 Parallel Parking None 6.00 0 Public Art/ Hittoric Sites 1.8 Yes 7.7 0 Yes 7.7 14 Restaurant and Retail Use 1.8 Yes 7.7 0 Yes 7.7 14 None 3.20 6 No 3.20 6 No 3.20 0 Restaurant and Retail Use 2.1 More than 2 9.1 0 More than 2 1.3 1.0 r2 6.4 1.3 1.3 1.4 1.4 Little to None 6.36 9 1.4 1.4 Little to None 1.3 0 Yes Aubic				Bike Lane	7.00	0	Bike Lane	7.00	0
Land Use Time Restricted Parallel Parking None 6:00 2:00 0 Time Restricted Parking 2:00 6:00 13 Public Art/ Historic Sites 1.8 Yes 7.7 0 Yes 7.7 0 Restaurant and Retail Use 2.1 More than 2 9.1 0 More than 2 9.1 0 Restaurant and Retail Use 2.1 More than 2 9.1 0 More than 2 9.1 0 Safety 1.8 Yes 3.64 0 Yes 3.64 0 Litter 1.4 Little to None 6.35 9 Little to None 6.36 9 Litter 1.8 Little to None 6.36 9 Little to None 6.32 10 Litter 1.8 Little to None 6.36 9 Little to None 6.32 10 Litter 1.8 Viets Public 8.18 20 Yes. Public 8.18 20 Ves. Public 9 Yes. Public 8.18 20				Parallel Parking	6.00	0	Parallel Parking	6.00	0
Land Use 1.8 Yes 7.7 0 Yes 7.7 14 Public Art/ Historic Sites 1.8 No 3.20 6 No 3.20 0 Restaurant and Retail Use 2.1 More than 2 9.1 0 More than 2 9.1 0 Restaurant and Retail Use 2.1 More than 2 9.1 0 More than 2 9.1 0 Illegal Graffiti 1.4 Little to None 6.36 9 Little to None 6.36 9 Illegal Graffiti 1.4 Little to None 6.64 0 Yes 3.64 0 Litter 1.8 Little to None 6.82 10 Yes - A Lot 2.73 0 Yes - A Lot 2.73 0 Yes - A Lot 2.73 0 Yes - Public 8.18 20 Yes - Public 0 Yes - Public 8.18 10 Yes - A Lot 2.73 0 Yes - A Lot 2.73 0 Yes - Public 0 Yes - Public 0 <				Time Restricted Parallel Parking	6.00	0	Time Restricted Parallel Parking	6.00	13
Land Use Image: Construction Sites 1.8 Yes 7.7 0 Yes 7.7 14 Restaurant and Retail Use 2.1 More than 2 9.1 0 Yes 4.1 0 7 0 Yes 9.1 0 Yes 4.1 0 Yes 4.1 0				none	2.00	103	None		117
Land Use									
Public Art/ Historic Sites 1.8 Yes 7.7 0 Yes 7.7 14 Restaurant and Retail Use 2.1 More than 2 9.1 0 1 0 More than 2 9.1 0 More than 2 9.1 0 More than 2 1 0 More than 2 1 0 None 4.1 0 None 4.1 0 Yes 0 Yes 3 0 Yes 3 0 Yes 3 0 Yes 0 Yes 1 0 Yes	Land Use								
Restaurant and Retail Use 2.1 More than 2 9.1 0 More than 2 9.1 0 Safety 1 or 2 6.4 13 1 or 2 6.4 13 Illegal Graffiti 1.4 Uttle to None 6.36 9 Uttle to None 6.4 13 Illegal Graffiti 1.4 Ves 3.64 0 Yes 3.64 0 Ilter 1.8 Uttle to None 6.36 9 Uttle to None 6.63 9 Lighting 2.4 Yes, Public & Private 0 Yes, Public & Private 0 Yes, Public & Private 0 Lighting 2.4 Yes, Public & Private 0 Yes, Public & Private 0 0 Yes, Public & Private 0 Construction Sites 1.8 No 7.27 13 No 7.27 13 Abandoned Buildings 1.8 Yes 3.64 0 Yes 2.73 0 Yes 1.8 Yes 2.73 0 Ye		Public Art/ Historic Sites	1.8	Yes	7.7	0 c	Yes	7,7	14
Safety 1 or 2 None 6.4 (1) 1 0		Restaurant and Retail Use	2.1	More than 2	9.1	0	More than 2	9.1	0
Safety None 4.1 0 None 4.1 0 Illegal Graffiti 1.4 Little to None 6.36 9 Little to None 6.36 9 Illegal Graffiti 1.4 Little to None 6.36 9 Little to None 6.36 9 Little to 1.8 Little to None 6.82 10 Little to None 6.82 10 Lighting 2.4 Yes, Public & Private 0 Yes, Public & Private 0 Yes, Public & 8.18 20 Yes, Public & 9.73 0 No 2.73 0 Yes 2.73 0 Yes 2.73 <t< td=""><td></td><td></td><td></td><td>1 or 2</td><td>6.4</td><td>13</td><td>1 or 2</td><td>6.4</td><td>13</td></t<>				1 or 2	6.4	13	1 or 2	6.4	13
Safety 19 19 27 Illegal Graffiti 1.4 Little to None 6.36 9 Little to None 6.36 9 Litter 1.8 Little to None 6.82 10 Little to None 6.82 10 Litter 1.8 Little to None 6.82 10 Little to None 6.82 10 Lighting 2.4 Yes.A Lot 2.73 0 Yes.A Lot 2.73 0 Ves.A Lot 2.73 0 Yes.Public & Private 0 Yes.Public & Private 0 Yes.Public & Private 0 Yes.Public & Private 0 No 2.73 0 Construction Sites 1.8 No 7.27 13 No 7.27 13 Abandoned Buildings 1.8 No 7.27 13 No 7.27 13 Domain Score Yes 2.73 0 Yes 2.73 0 Domain Score Weight Yes 2.73				None	4.1	0	None	4.1	0
Safety Illegal Graffiti 1.4 Little to None 6.36 9 Little to None 6.36 9 Litter 1.4 Little to None 6.36 9 Little to None 6.36 9 Litter 1.8 Little to None 6.82 10 Little to None 6.82 10 Lighting 2.4 Yes, Alot 2.73 0 Yes, Alot 2.73 0 Lighting 2.4 Yes, Public 8.18 20 Yes 2.73 0 Yes					ł	19			27
Illegal Graffiti 1.4 Little to None 6.36 9 Little to None 6.36 9 Litter 1.8 Little to None 6.82 10 Ves 3.64 0 Litter 1.8 Little to None 6.82 10 Little to None 6.82 10 Lighting 2.4 Yes, Public & Private 0 Yes, A Lot 2.73 0 Lighting 2.4 Yes, Public & Private 0 Yes, Public & Private 0 8.18 20 Ves - Public 1.8 No 2.73 0 No 2.73 0 Construction Sites 1.8 No 2.73 0 No 2.73 0 Abandoned Buildings 1.8 No 7.27 13 No 7.27 13 Domain Score Ves 3.64 0 Yes 2.73 0 Summary Traffic 0.76 1.1 42 103 42 117 <td< td=""><td>Safetu</td><td></td><td> </td><td></td><td>ļ</td><td></td><td></td><td> </td><td></td></td<>	Safetu				ļ				
Ves 3.64 0 Yes 3.64 0 Litter 1.8 Little to None 6.82 10 Little to None 6.82 10 Lighting 2.4 Yes, Public & Private 0 Yes, Public & Private 0 Yes, Public & Private 0 10 113 30 10 113 309 113 309 113 307	22.519	Illegal Graffiti	1.4	Little to None	6.36	9	Little to None	6.36	9
Litter 1.8 Little to None 6.82 10 Little to None 6.82 10 Lighting 2.4 Yes, A Lot 2.73 0 Yes, A Lot 2.73 0 Lighting 2.4 Yes, Public & Private 0 Yes, Public & Private 0 Yes, Public & Private 0 Ves Public 8.18 20 Yes, Public & Private 0 Yes, Private 0 Yes, Private 0 0 Construction Sites 1.8 No 7.27 13 No 7.27 13 Abandoned Buildings 1.8 No 8.18 15 No 8.18 15 Domain Score Yes 2.73 0 Yes 2.73 0 Street Design 1.1 42 103 Yes 2.73 27 82 Lind Use 0.43 0.43 15 19 113 309 113 347				Yes	3.64	0	Yes	3.64	0
Lighting 2.4 Vest public & Private Vest - Public 2.73 0 Tesh Cot Vest - Public 2.73 0 Tesh Cot Vest - Public 2.73 0 Tesh Cot Vest - Public 2.73 0 Vest Public 8.18 20 Vest - Public 8.18 20 No 2.73 0 No 2.73 0 No 7.27 13 No 7.27 13 No 7.27 13 No 7.27 13 No 8.18 15 No 8.18 15 No 8.18 15 No 8.18 15 No 2.73 0 Vest 2.73 0 Vest 2.73 0 Vest 2.73		Litter	1.8	Little to None	6.82	10	Little to None	5.82	10
Vest-Public Yes-Private No Yes-Public 0 Vest-Public Yes-Private 8.18 20 Construction Sites 1.8 No 7.27 13 No 7.27 13 Abandoned Buildings 1.8 No 7.27 13 No 7.27 13 Obmain 1.8 No 7.27 13 No 7.27 13 Domain 1.8 No 7.27 0 No 8.18 15 Domain Score 2.73 0 Yes 2.73 0 Yes 2.73 0 Traffic Score Weight Min Score Score 2.73 0 Yes 2.73 0 121 Domain Score 1.1 42 103 42 117 132 Street Design 1.1 42 103 42 117 29 121 Safety 0.43 2.47 113 309 113 347		Lighting	2.4	Yes, Public & Private	2./3		Yes, Public & Private		ŏ
Yes - Private O Yes - Private O No 2.73 O No 7.77 13 No 7.27 13 No 8.18 15 No 8.18 15 No 8.18 15 No 8.18 15 No 2.73 0 Yes		B		Yes - Public	8.18	20	Yes - Public	8.18	20
No 2.73 0 No 2.73 0 Construction Sites 1.8 No 7.27 13 No 7.27 13 Abandoned Buildings 1.8 No 7.27 13 No 7.27 13 Abandoned Buildings 1.8 No 8.18 15 No 8.18 15 Domain Score Weight 105 Yes 2.73 0 Yes 2.73 0 Domain Summary Score Weight Min Score Score 27 82 29 105 27 82				Yes - Private	ł	0	Yes - Private		0.
Construction Sites Le No 7.27 13 No 7.27 13 Abandoned Buildings 1.8 Yes 3.64 0 Yes 3.64 0 Abandoned Buildings 1.8 No 8.18 15 No 8.18 15 Domain Score Yes 2.73 0 Yes 2.73 0 Domain Score Weight Min Score Score 27 82 27 82 Traffic 0.76 27 82 42 117 13 11 Land Use 0.43 15 19 15 17 12 Safety 0.43 29 105 27 82 13 13 347		Canada unklas Cito		No	2.73	- 13	No	2.73	
Abandoned Buildings 1.8 No 8.18 15 No 8.18 15 Domain Score Yes 2.73 0 Yes 2.73 0 Domain Score Weight Min Score Score 27 82 27 82 Traffic 0.76 27 82 42 113 42 103 42 117 Land Use 0.43 29 105 15 29 121 2.77 0 113 309 113 347		Construction Sites	1.0	NU Yes	3.64	0	Yes	3.64	0
Yes 2.73 0 Yes 2.73 0 Domain Score 105 105 1121 Domain Score Min Score Score Min Score Score Summary Weight 0.76 27 82 27 82 Land Use 0.18 15 19 15 27 Safety 0.43 29 105 29 121		Abandoned Buildings	1.8	No	8.18	15	No	8.18	15
Domain Score Min Score Score Min Score <th< td=""><td></td><td></td><td></td><td>Yes</td><td>2.73</td><td>0</td><td>Yes</td><td>2.73</td><td>0</td></th<>				Yes	2.73	0	Yes	2.73	0
Domain Score Min Score Score Min Score Score Summary Weight Min Score Score Min Score Score Traffic 0.76 27 82 27 82 Street Design 1.1 42 103 42 117 Land Use 0.18 15 19 15 27 Safety 0.43 29 105 29 121						105			121
Weight Summary Min Score Min Score Min Score Score Traffic 0.76 27 82 27 82 Street Design 1.1 42 103 42 117 Land Use 0.18 15 19 15 27 82 Safety 0.43 29 105 29 121	Domain		Score					}ı	
Traffic 0.76 27 82 27 82 Street Design 1.1 42 103 42 117 Land Use 0.18 15 19 15 27 82 Safety 0.43 29 105 29 121 2.47 113 309 113 347	Summary		Weight		Min Score	Score		Min Score	Score
Street Design 1.1 42 103 42 117 Land Use 0.18 15 19 15 27 Safety 0.43 29 105 29 121 2.47 113 309 113 347	•	Traffic	0.76		27	82		27	82
Land Use 0.18 15 19 15 27 Safety 0.43 29 105 29 121 2,47 113 309 113 347		Street Design	1.1		42	103		42	117
Josefy 0.02 25 103 25 124 2,47 113 309 113 347		Land Use Safety	0.18		15 29	19		15 29	121
		Jaicty	2.47		113	309		113	347
			. <u></u>					•	

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Northbound (East side)

PEQI Score 95 Southbound (West side)

Appendix H -Traffix

	Scenario Report
Scenario:	AM Existing
Command:	Default Command
contanta.	Deraure command
Volume:	AM Existing
Geometry:	Existing Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration
	4

_____ Level Of Service Computation Report ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative) Intersection #1 El Molino Ave/Union [680 E Colorado] ************ Cycle (sec): 100 Critical Vol./Cap.(X): 0.475 Loss Time (sec): 10 Optimal Cycle: 32 Average Delay (sec/veh): XXXXXX Level Of Service: А Street Name: El Molino Ave Union St North Bound South Bound East Bound West Bound L - T - R L - T - R L - T - R L - T - F Approach: North Bound South Bound L – T – R Movement: Control:PermittedPermittedPermittedPermittedRights:IncludeIncludeIncludeIncludeMin. Green:000000Y+R:4.04.04.04.04.04.04.0

 Y+R:
 4.0 <th _____|____|_____| Volume Module:AM Peak Volume Module:AM Peak Base Vol: 67 176 0 0 323 54 0 0 0 32 716 25 Initial Bse: 67 176 0 0 323 54 0 0 0 32 716 25
 PHF Volume:
 67
 176
 0
 0
 323
 54
 0
 0
 32
 716
 25

 Reduct Vol:
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 32
 716
 0 25 PCE Adj:1.001.001.001.001.001.001.001.001.001.00MLF Adj:1.001.001.001.001.001.001.001.001.001.00FinalVolume:6717600323540003271625 Saturation Flow Module: Lanes: 0.28 0.72 0.00 0.00 0.86 0.14 0.00 0.00 0.00 0.17 3.70 0.13 Final Sat.: 469 1231 0 0 1456 244 0 0 0 282 6299 220 -----||------|| Capacity Analysis Module: Crit Moves: **** ****

AM Existing	***		M<	on Oct	24,	2011 1	3:59:2	7			Page	3-1
 ICU **********	 1 (Loss *****	as ****	Level (Cycle))f Ser Length	 %) M *****	Comput ethod *****	ation (Base *****	Repor Volum ****	 t e Alte: ******	cnativ	 2) ****	*****
Intersection ******	#2 El	Mol	ino Ave	e/Colo	rado *****	Blvd [*****	680 E	Color *****	ado Blv ******	7d] ******	* * * * *	******
Cycle (sec): Loss Time (s Optimal Cycl	ec): e: *****	1	00 10 29 ******	****	* * * * *	Criti Avera Level	cal Vo ge Del Of Se	l./Caj ay (s rvice *****	p.(X): ec/veh) : *******	*****	0 xxx:	419 xxx A ******
Street Name: Approach: Movement:	Nor L -	th Bo	El Moli ound - R	no Av So L	e uth B - T	ound - R	E. L	ast B - T	Colorac ound - R	do Blvo Wo L	d est Bo - T	ound - R
Control: Rights: Min. Green:	P	ermi Inclu 0	tted ude 0	0	Permi Incl 0	tted ude 0	0	Permi Incl 0	tted ude 0	0	Permi Inclu	tted ude 0
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Volume Module Base Vol:	e:AM P 25	eak 140	26	28	167	26	27	480	15	37	537	36
Initial Bse: User Adj: PHF Adj:	1.00 25 1.00 1.00	140 1.00 1.00	1.00 26 1.00 1.00	1.00 28 1.00 1.00	1.00 167 1.00 1.00	1.00 26 1.00 1.00	1.00 27 1.00 1.00	480 1.00 1.00	1.00 15 1.00 1.00	1.00 37 1.00 1.00	537 1.00 1.00	1.00 36 1.00 1.00
PHF Volume: Reduct Vol: Reduced Vol:	25 0 25	140 0 140	26 0 26	28 0 28	167 0 167	26 0 26	27 0 27	480 0 480	15 `0 15	37 0 37	537 0 537	36 0 36
PCE Adj: MLF Adj: FinalVolume:	1.00 1.00 25	1.00 1.00 140	1.00 1.00 26	1.00 1.00 28	1.00 1.00 167	1.00 1.00 26	1.00 1.00 27	1.00 1.00 480	1.00 1.00 15	1.00 1.00 37	1.00 1.00 537	1.00 1.00 36
Saturation Fl	Low Mo	dule:										
Sat/Lane: Adjustment: Lanes: Final Sat.:	1700 1.00 0.13 223	1700 1.00 0.73 1246	1700 1.00 0.14 231	1700 1.00 0.13 215	1700 1.00 0.75 1285	1700 1.00 0.12 200	1700 1.00 1.00 1700	1700 1.00 2.00 3400	1700 1.00 1.00 1700	1700 1.00 1.00 1700	1700 1.00 2.00 3400	1700 1.00 1.00 1700
Capacity Anal Vol/Sat: Crit Moves:	Lysis I 0.01 ****	Modul 0.11	.e: 0.11	0.02	0.13	0.13	0.02	0.14	0.01	0.02	0.16	0.02

AM Existing

Level Of Service Computation Report ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative) Intersection #3 El Molino/Green [680 E Colorado Blvd] Cycle (sec): 100 Critical Vol./Cap.(X): 0.395 Loss Time (sec): 10 Optimal Cycle: 28 Average Delay (sec/veh): XXXXXX Level Of Service: А Street Name: El Molino Ave Green St North Bound South Bound East Bound West Bound L - T - R L - T - R L - T - R Approach: North Bound South Bound Movement: _____/ Control:PermittedPermittedPermittedPermittedRights:IncludeIncludeIncludeIncludeMin. Green:000000Y+R:4.04.04.04.04.04.04.04.0Y+R:4.04.04.04.04.04.04.04.04.01.01.0Lanes:001000110000Volume Module:AM Peak 65 72 149 0 29 542 32 Base Vol: 0 164 0 0 0 Initial Bse: 0 164 65 72 149 0 29 542 32 0 0 0

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PM Existing

Scenario:	Scenario Report PM Existing
Command:	Default Command
Volume:	PM Existing
Geometry:	Existing Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

PM Existing

______ Level Of Service Computation Report ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative) Intersection #1 El Molino Ave/Union [680 E Colorado] Cycle (sec): 100 Critical Vol./Cap.(X): 0.468 Loss Time (sec): 10 Optimal Cycle: 32 Average Delay (sec/veh): XXXXXX Level Of Service: А Street Name: El Molino Ave Union St Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R
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PM Existing			Мс 	on Oct	24,	2011 13	3:59:2	9		Pa	1ge 3-1	
ICU	1 (Los:	s as	Level (Cycle I)f Ser Length	 vice %) M *****	Computa ethod	ation 1 (Base)	Repor Volum	 t e Alter ******	native)	*******	
Intersection	#2 E	l Mol	ino Ave	e/Colo	rado	Blvd [6	580 E (Color	ado Blv	7d]		r
Cycle (sec): Loss Time (sec) Optimal Cycle	***** ec): e: *****	*****	****** 00 10 42 ******	*****	* * * * *	Critic Averac Level	cal Vol ge Dela Of Se	***** l./Caj ay (s rvice *****	******* p.(X): ec/veh) : *******	· * * * * * * * * * * * * * * * * * * *	0.629 xxxxxx B	**
Street Name: Approach: Movement:	Noi L -	rth Bo - T	El Moli ound - R	no Av So L	e uth B - T	ound - R	Ea L -	ast Bo - T	Colorac ound - R	lo Blvd West L -	: Bound T – R	_ 1
Control: Rights:	II	Permi Inclu	tted ude	1	Permi Incl	tted ude]]	Permi	tted ude	Per Ir	mitted clude	- 1
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Volume Module	 >:PM	 Peak										-
Base Vol: Base Vol: Growth Adj: Initial Bse: User Adj: PHF Adj: PHF Volume: Reduct Vol: Reduced Vol: PCE Adj: MLF Adj: FinalVolume:	12 1.00 12 1.00 1.00 12 0 12 1.00 12 1.00 12 1.00 1.00 1.2 1.00 1.00 1.2 1.00 1.00 1.2 1.00 1.00 1.00 1.00 1.2 1.00 1.00 1.2 1.00 1.00 1.00 1.2 1.00 1.00 1.2 1.00 1.00 1.00 1.00 1.2 1.00 1.00 1.2 1.00 1.00 1.2 1.00 1.00 1.2 1.00 1.00 1.2 1.00 1.2 1.00 1.2 1.00 1.2 1.00 1.2 1.00 1.2 1.00 1.2 1.00 1.2 1.00 1.2 1.00 1.2 1.00 1.2 1.00 1.2 1.00 1.2 1.2 1.00 1.2 1.2 1.00 1.2 1.2 1.2 1.00 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2	229 1.00 229 1.00 1.00 229 0 229 1.00 1.00 229	42 1.00 42 1.00 1.00 42 0 42 1.00 1.00 42	66 1.00 66 1.00 66 1.00 1.00 66 1.00 1.00	219 1.00 219 1.00 1.00 219 0 219 1.00 1.00 219	28 1.00 28 1.00 1.00 28 0 28 1.00 1.00 28	59 1.00 59 1.00 1.00 59 0 59 1.00 1.00 59	1007 1.00 1007 1.00 1.00 1007 1.00 1.00	28 1.00 28 1.00 28 0 28 1.00 1.00 28	46 9 1.00 1. 46 9 1.00 1. 1.00 1. 46 9 0 46 9 1.00 1. 1.00 1. 46 9 1.00 1. 1.00 1.	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	
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 Capacity Anal Vol/Sat: Crit Moves: ******	l Lysis 0.01	Modul 0.17 ****	Le: 0.17	0.04	0.18	 0.18 ******	0.03	0.30	0.02	0.03 0.	28 0.02	- }

PM Existing

_____ Level Of Service Computation Report ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative) Intersection #3 El Molino/Green [680 E Colorado Blvd] Cycle (sec): 100 Critical Vol./Cap.(X): 0.535 Loss Time (sec): 10 Optimal Cycle: 35 Average Delay (sec/veh): xxxxxx Level Of Service: А Street Name: El Molino Ave Green St North Bound South Bound East Bound West Bound L - T - R L - T - R L - T - R Approach: North Bound South Bound Movement: ______|______|___________
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Scenario Report
AM Exist w/ Project Alt F
Default Command
AM Exist w/ Project Alt F
Existing Geometry
Default Impact Fee
Default Trip Generation
Default Trip Distribution
Default Path
Default Route
Default Configuration

Level of Service Computation Report IOU 1 (Loss as Cycle Length %) Method (Base Volume Alternative) Thtersection #1 El Molino Ave/Union [680 E Colorado] Cycle (sec): 10 Average Delay (sec/veh): xxxxx Optimal Cycle: 34 Level of Service: A Street Name: El Molino Ave Union St Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R L - T - R Control: Permitted Permitted Permitted Permitted Remitted Min. Green: 0 0 0 0 0 0 0 1.0 1.0 Volume Module:AM Peak Base Vol: 70 181 0 376 54 0 0 1.00 <	AM Exist w/ 1	Proje	ct Al	t F Tu	e Oct	25,	2011 09	:35:3	0			Page	2-1
Level of Service Computation Report IOU 1(Loss as Cycle Length %) Method (Base Volume Alternative) Intersection #1 El Molino Ave/Union [680 E Colorado] Tressection #1 El Molino Ave/Union [680 E Colorado] Cycle (sec): 100 Critical Vol./Cap.(X): 0.509 Loss Time (sec): 10 Average Delay (sec/veh): xxxxx Optimal Cycle: 34 Level Of Service: A Street Name: El Molino Ave Union St Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R L - T - R Control: Permitted Permitted Permitted Permitted Remitted Min. Green: 0 0 0 0 0 0 0 1.0 1.00 Volume Module:AM Peak Base Vol: 70 181 0 376 54 0 0 1.00 1.00 PiF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
Intersection #1 El Molino Ave/Union [680 E Colorado] Cycle (sec): 100 Critical Vol./Cap.(X): 0.509 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx Optimal Cycle: 34 Level Of Service: A Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Permitted Permitted Permitted Permitted Rights: Include Include Include Include Min. Green: 0 0 0 0 0 0 0 0 0 10 0 10	тси	1 (Los	s as	Level C Cvcle I	f Ser ength	vice 8) M	Computa ethod (tion Base	Repor [.] Volum	t e Alter	native	e)	
Intersection #1 El Molino Ave/Union [680 E Colorado] ************************************	******	*****	* * * * *	******	*****	*****	******	****	*****	*****	*****	·****	*****
Cycle (sec): 100 Critical Vol./Cap.(X): 0.509 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx Optimal Cycle: 34 Level Of Service: A Street Name: El Molino Ave Union St Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R	Intersection *********	#1 E	1 Mol ****	ino Ave ******	/Unio ****	n [68 ****	0 E Col ******	orado ****] *****	******	*****	*****	*****
Loss Time (sec): 10 Average Delay (sec/veh): XXXXX Optimal Cycle: 34 Level Of Service: A Street Name: El Molino Ave Union St Approach: North Bound South Bound East Bound West Bound Movement: L T R L D D D D D D	Cycle (sec):		1	00			Critic	al Vo	l./Ca	o.(X):		0.5	509
Optimal Cycle: 34 Level Of Service: A ************************************	Loss Time (se	ec):		10			Averag	e Del	ay (s	ec/veh)	:	XXXX	xxx
Street Name: El Molino Ave Union St Approach: North Bound South Bound East Bound West Bound Movement: L - T R L 0 0 0 0 0 0 0 0 </td <td>Optimal Cycle</td> <td>e:</td> <td></td> <td>34</td> <td></td> <td></td> <td>Level</td> <td>Of Se</td> <td>rvice</td> <td>:</td> <td></td> <td></td> <td>A</td>	Optimal Cycle	e:		34			Level	Of Se	rvice	:			A
Street Name: El Molino Ave Union St Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R R - T - R L - T - R R - T - R Include Include <td>********</td> <td>*****</td> <td>****</td> <td>******</td> <td>****</td> <td>*****</td> <td>******</td> <td>****</td> <td>*****</td> <td>******</td> <td>*****</td> <td>:*****</td> <td>******</td>	********	*****	****	******	****	*****	******	****	*****	******	*****	:*****	******
Approach:North BoundSouth BoundEast BoundWest BoundMovement:L-T-RL-T-RControl:PermittedPermittedPermittedPermittedPermittedIncludeMin. Green:000000000Vances:01000000000Vances:0100000000000Vances:0100000000000000Volume Module:AM PeakBase Vol:7018100376540001.00	Street Name:			El Moli	no Av	e		-		Unio	n St		,
Movement: L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T R R L - T R L - T R R R L <tdl< td=""> <tdl< <="" td=""><td>Approach:</td><td>NO:</td><td>rth B</td><td>ound</td><td>So</td><td>uth Bo</td><td>ound</td><td><u>ب</u></td><td>ast Bo</td><td>ound</td><td>We</td><td>st Bo</td><td>bund</td></tdl<></tdl<>	Approach:	NO:	rth B	ound	So	uth Bo	ound	<u>ب</u>	ast Bo	ound	We	st Bo	bund
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Lanes: 0 1 0 0 0 0 0 0 0 0 1 2 1 0	Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
	Lanes:	0 3	1 0	0 0	0	0 0	1 0	0	0 0	0 0	0 1	. 2	1 0
Volume Module:AM Peak Base Vol: 70 181 0 0 376 54 0 0 41 716 25 Growth Adj: 1.00													
Base Vol: 70 181 0 0 376 54 0 0 0 41 716 25 Growth Adj: 1.00	Volume Module	e:AM 1	Peak										
Growth Adj: 1.00 <td>Base Vol:</td> <td>70</td> <td>181</td> <td>0</td> <td>0</td> <td>376</td> <td>54</td> <td>0</td> <td>0</td> <td>0</td> <td>41</td> <td>716</td> <td>25</td>	Base Vol:	70	181	0	0	376	54	0	0	0	41	716	25
Initial Bse: 70 181 0 0 376 54 0 0 0 41 716 25 User Adj: 1.00 0	Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User Adj: 1.00 0	Initial Bse:	70	181	0	0	376	54	0	0	0	41	716	25
PHF Adj: 1.00 0	User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume: 70 181 0 0 376 54 0 0 0 41 716 25 Reduct Vol: 0	PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Reduct Vol: 0 <td< td=""><td>PHF Volume:</td><td>70</td><td>181</td><td>0</td><td>0</td><td>376</td><td>54</td><td>0</td><td>0</td><td>0</td><td>41</td><td>716</td><td>25</td></td<>	PHF Volume:	70	181	0	0	376	54	0	0	0	41	716	25
Reduced Vol: 70 181 0 0 376 54 0 0 0 41 716 25 PCE Adj: 1.00	Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj: 1.00	Reduced Vol:	70	181	0	0	376	54	0	0	0	41	716	25
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume: 70 181 0 0 376 54 0 0 0 41 716 25	MLE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	716	1.00
Saturation Flow Module: Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700	Finalvolume:	/0	181		0	370		1			41	110	25
Sat/Lane: 1700	Saturation Fl	low Mo	odule	:			1	1		1	1		1
Adjustment: 1.00 <td>Sat/Lane:</td> <td>1700</td>	Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Lanes: 0.28 0.72 0.00 0.00 0.87 0.13 0.00 0.00 0.00 0.21 3.66 0.13 Final Sat.: 474 1226 0 0 1487 213 0 0 0 357 6226 217 	Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.: 474 1226 0 0 1487 213 0 0 357 6226 217	Lanes:	0.28	0.72	0.00	0.00	0.87	0.13	0.00	0.00	0.00	0.21	3.66	0.13
	Final Sat.:	474	1226	0	0	1487	213	0	0	0	357	6226	217
Capacity Analysis Module:												· ···· ··· ··· ···	
	Capacity Anal	ysis	Modul	le:	_ · · ·			<u> </u>					
Vol/Sat: 0.04 0.15 0.00 0.00 0.25 0.25 0.00 0.00 0.00 0.0	Vol/Sat:	0.04	0.15	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.02	0.11	0.12
Crit Moves: **** **** ****	Crit Moves:	****		te ale ale ale ale ale ale de	da ata ata ata (t	****	a ala ala ala ala da di s	. ال وار وار وار وار	te ale de de sta de -d	e de de la de de de l'	- 1 الدياد باد باد	المراجع والمراجع	****

AM Exist w/	Projec	ct Al	t F Ti	1e Oct	25,	2011 09	9:35:3	0			Page	3-1
ICU	 1 (Loss	s as	Level (Cycle))f Ser Length	vice %) M	Computa ethod (ation (Base	Repor Volum	t e Alter	native	e)	1996 1996 1996 1996 1996 1996 1996
*******	*****	****	******	*****	*****	******	*****	*****	******	*****	*****	******
Intersection ********	#2 E] *****	L Mol	ino Ave	e/Colo *****	rado *****	Blvd [6 ******	580 E	Color	ado Blv ******	7d] ******	****	******
Cycle (sec): Loss Time (s Optimal Cycl	ec): e: *****	1	00 10 31 ******	****	****	Critic Averag Level	cal Vo ge Del Of Se	l./Caj ay (s rvice *****	p.(X): ec/veh) : *******	:	0 xxx:	460 xxx A ******
Street Name:		1	El Moli	no Av	e				Colorad	lo Blvc	1	
Approach:	Nor	rth B	ound	So	uth B	ound	E.	ast B	ound	We We	st Be	ound
Movement:	L -	- T	- R	L	- T	- R	L	- T	- R	L -	- T	- R
Control:		Permi	tted		Permi	tted	1	Permi	tted	1	Permit	tted
Rights:		Incl	ude		Incl	ude		Incl	ude		Inclu	ude
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0) 1!	0 0	0	0 1!	0 0	1 (02	01	1 0) 2	01
Volume Modul	e:AM E	Peak										
Base Vol:	27	148	29	28	228	26	27	480	24	63	537	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	148	29	28	228	26	27	480	24	63	537	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	148	29	28	228	26	27	480	24	63	537	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	. 0	0
Reduced Vol:	27	148	29	28	228	26	27	480	24	63	537	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	148	29	28	228	26	27	480	24	, 63	531	36
Saturation F	l low Mc	dule	 :									
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	0.73	0.14	0.10	0.81	0.09	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	225	1233	242	169	1374	157	1700	3400	1700	1700	3400	1700
Capacity Ana	l lvsis	Modul	 Le:									
Vol/Sat:	0.02	0.12	0.12	0.02	0.17	0.17	0.02	0.14	0.01	0.04	0.16	0.02
Crit Moves:	****				****			****		****		
+++++++++++++++++++++++++++++++++++++++		****	******	*****	*****	******	*****	*****	******	*****	****	******

AM Exist w/	Projec	t Alt	t F Ti	ie Oct	25, 2	2011 09	:35:3	0			Page	4-1
ICU	1 (Loss	as (Level C Cycle I)f Ser Length	vice (%) M(Computa ethod (******	tion Base	Report	 t e Alter ******		 2) *****	*****
Intersection *****	#3 El ******	Mol:	ino/Gre	en [6	80 E (Colorad ******	lo Blv(d] *****	* * * * * * *	*****	*****	******
Cycle (sec): Loss Time (s Optimal Cycl	ec): e: ******	1(] : ****)0 L0 30	* * * * * *	* * * * * *	Critic Averag Level	al Vo e Dela Of Se	l./Cap ay (se rvice: *****	p.(X): ec/veh) : *******	*****	0.4 xxxx	128 xxx A ******
Street Name: Approach: Movement:	Nor L -	E th Bo T	El Moli Dund - R	.no Ave Sou L	e uth Bo - T	ound - R	E: L -	ast Bo - T	Gree ound - R	en St We L	est Bo - T	ound - R
Control: Rights: Min. Green: Y+R: Lanes:	Pe 0 4.0	ermit Inclu 0 4.0	ted ude 4.0	0 4.0	Permit Inclu 0 4.0	2.ted 1.de 4.0	0 4.0	Permit Inclu 0 4.0	tted ude 4.0	04.0	Permit Inclu 0 4.0	ted ude 0 4.0
Volume Modul Base Vol: Growth Adj: Initial Bse: User Adj: PHF Adj: PHF Volume: Reduct Vol: Reduced Vol: PCE Adj:	e:AM Pe 0 1.00 1 0 1.00 1 1.00 1 0 0 0 0	eak 199 1.00 199 1.00 1.00 199 0 199 1.00	65 1.00 65 1.00 1.00 65 0 65 1.00	78 1.00 78 1.00 1.00 78 0 78 1.00	152 1.00 152 1.00 1.00 152 0 152 1.00	0 1.00 0 1.00 1.00 0 0 0 1.00	73 1.00 73 1.00 1.00 73 0 73 1.00	542 1.00 542 1.00 1.00 542 0 542 1.00	32 1.00 32 1.00 1.00 32 0 32 1.00	0 1.00 0 1.00 1.00 0 0 1.00	0 1.00 0 1.00 1.00 0 0 0 1.00	0 1.00 0 1.00 1.00 0 0 0 1.00
MLF Adj: FinalVolume:	1.00 1	1.00 199	1.00	1.00	1.00 152	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Saturation F Sat/Lane: Adjustment: Lanes: Final Sat.:	low Moc 1700 1 1.00 1 0.00 0 0 1	dule: L700 L.00 D.75 L281	1700 1.00 0.25 419	1700 1.00 0.34 577	1700 1.00 0.66 1123	1700 1.00 0.00 0	1700 1.00 0.34 575	1700 1.00 2.51 4272	1700 1.00 0.15 252	1700 1.00 0.00 0	1700 1.00 0.00 0	1700 1.00 0.00 0
Capacity Ana Vol/Sat: Crit Moves:	lysis N 0.00 (*	10dul).16	e: 0.16	0.05	0.14	0.00	0.04	0.13	0.13	0.00	0.00	0.00

PM Exist w/ Project Alt F Mon Oct 24, 2011 13:59:22

Scenario Report Scenario: PM Exist w/ Project Alt F

Command:	Default Command
Volume:	PM Exist w/ Project Alt F
Geometry:	Existing Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Page 1-1

PM Exist w/	Proje	ct Alt	: F Mo	on Oct	24,	2011 13	3:59:2	2 			Page	2-1
ICU	 1 (Los	I s as (Level C Cycle I)f Ser Jength	 vice %) M	Computa ethod	ation (Base)	 Repor Volum	t Alter		e)	
******	* * * * *	*****	******	****	*****	******	*****	*****	*****	*****	*****	******
Intersection *******	#1 E ****	l Moli *****	lno Ave	/Unio *****	n [68 ****	0 E Col ******	Lorado] * * * * * *	* * * * * * *	*****	* * * * *	******
Cycle (sec): Loss Time (s Optimal Cycl	ec): e: *****	1(] : *****)0 L0 33 ******	****	* * * * *	Critic Averac Level	cal Vo ge Del Of Se	l./Ca ay (s rvice ****	p.(X): ec/veh) : ******	*****	0.4 xxx:	492 xxx A ******
Street Name.		F	1 Moli	no Av	6				Unic	on St		
Approach:	No	rth Bo	und	So	uth B	ound	E	ast R	Sund	W	est R	ound
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L ·	- T	- R
Control					Dormi							
Pichte:		Trolu	.ceu ido		Trol	udo		Tnol	udo		Tncl	udo
Min Croon.	0	THCTC	iue n	0	THOT	uue A	0	THCT	aue	0	THCT	uue n
MIN. Green.	1 0	4 0	4 0	4 0	1 0	1 0	4 0	4 0	4 0	4 0	1 0	4 0
ITA.	A.O	1 0	0 0	4.0	0 0	1 0	4.U 0 (1.0 1 0	0 0	4.0	1 2	1 0
	1			1			1			1	L <u> </u>	1
Volume Module	e: >>	Count	Date:	28 M	av 200)8 << E	' M Peal	k	1	I		1
Base Vol:	77	250	0	0	267	89	0	0	0	47	827	61
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	250	0	0	267	89	0	0	0	47	827	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	250	0	0	267	89	0	0	0	47	827	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	250	0	0	267	89	0	0	0	47	827	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	250	0	0	267	89	0	0	0	47	827	61
Saturation F			1									
Saturation r.	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adiustmont.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Lanos:	0.24	0.76	0.00	0 00	0 75	0.25	0 00	0.00	0.00	1.00	3 54	0.26
Final Sat.:	400	1300	0.00	0.00	1275	425	0.00	0.00	0.00	342	6015	444
Capacity Anal	lysis	Modul	e:									
Vol/Sat:	0.05	0.19	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.03	0.14	0.14
Crit Moves:	****				****						****	
**********	*****	* * * * * *	*****	*****	* * * * * *	******	*****	*****	******	*****	*****	******

PM Exist w/ Project Alt F Mon Oct 24, 2011 13:59:22 Pa	je 3−1
Level Of Service Computation Report ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)	
***************************************	******
<pre>Intersection #2 El Molino Ave/Colorado Blvd [680 E Colorado Blvd] ************************************</pre>	******
Cycle (sec):100Critical Vol./Cap.(X):Loss Time (sec):10Average Delay (sec/veh):x:Optimal Cycle:49Level Of Service:***********************************).692 (xxxx B *********
Street Name: El Molino Ave Colorado Blvd	
Approach: North Bound South Bound East Bound West	Bound
Movement: L - T - R L - T - R L - '	C – R
Control: Permitted Permitted Permitted Permitted	nitted
Rights: Include Include Include Inc	lude
Min. Green: 0 0 0 0 0 0 0 0 0 0 0	0 0
$Y + R: \qquad 4.0 4$	0 4.0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 1 0 2 0 1 1 0 2	201
The second secon	
Volume Module: >> Count Date: 12 Apr 2007 << PM Peak	
$\begin{array}{cccccccccccccccccccccccccccccccccccc$)/ 41)/ 1.00
Growin Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	10 I.00
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	
	0 1.00
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	7 11
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	0 0
Reduced Vol. 29, 287, 67, 66, 237, 28, 59, 1007, 31, 54, 99	57 41
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	0 1.00
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1.00
FinalVolume: 29 287 67 66 237 28 59 1007 31 54 95	57 41
Saturation Flow Module:	
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 170	0 1700
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	0 1.00
Lanes: 0.08 0.75 0.17 0.20 0.72 0.08 1.00 2.00 1.00 1.00 2.0	0 1.00
Final Sat.: 129 1274 297 339 1217 144 1700 3400 1700 1700 340	0 1700
!	
Capacity Analysis Module:	
Vol/Sat: 0.02 0.23 0.23 0.04 0.19 0.19 0.03 0.30 0.02 0.03 0.2	8 0.02
Crit Moves: **** **** **** *********************	. * * * * * * * * *

PM Exist w/	Proje	ct Al	tFMc	on Oct	24,	2011 13	8:59:2	2			Page	4-1
ICU **********	 1 (Los *****	s as (Level (Cycle I ******)f Ser Length	vice %) M	 Computa ethod (******	tion 3 Base	 Repor Volum *****	 t e Alte: ******	rnative	 2) * * * * *	*****
Intersection	#3 E ****	1 Mol:	ino/Gre ******	een [6	80 E *****	Colorad ******	lo Blv	d] ****	*****	* * * * * * *	*****	*****
Cycle (sec): Loss Time (s Optimal Cycl	ec): e: *****	1(; ; *****)) 10 38 ******	*****	****	Critic Averag Level	al Vo pe Del Of Se	l./Ca ay (s rvice *****	p.(X): ec/veh) : ******):	0. xxx:	575 xxx A ******
Street Name:		E	El Moli	.no Av	e				Gree	en St		
Approach: Movement:	NO L	rth Bo - T	ound – R	So T.	uth B - T	ound - R	Ea T	ast B - T	ound - R	We T	≥st Bo - T	ound - R
Control:		Permit	ted		Permi	tted	1	Permi	tted	I	?ermi	tted
Rights:	0	Inclu	ıde	0	Incl	ude	0	Incl	ude	0	Inclu	ude
Min. Green:	1 0	10	1 0	1 0	1 0	1 0	1 0	4 0	4 0	4 0	1 0	4 0
I+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1			1	1 U			· ·		11		
Volume Modul	י e: >>	Count	Date:	12 A	pr 20	07 << P	'M Peal	< c				I
Base Vol:	0	228	49	106	288	0	73	1095	73	0	0	0
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	228	49	106	288	0	73	1095	73	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	228	49	106	288	0	73	1095	73	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	228	49	106	288	0	73	1095	73	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	228	49	106	288	0	73	1095	73	0	0	0
Saturation F.	LOW MO	odule:	1700	1700	1700	1 7 0 0	1700	1700	1 7 0 0	1700	1700	1 7 0 0
Sat/Lane:	1/00	1/00	1/00	1/00	1/00	1/00	1/00	1/00	1/00	1/00	1 00	1 00
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
LdHES:	0.00	1300	0.10 301	0.27	1213	0.00	300	2.00	300	0.00	0.00	0.00
filldi Sat.:		1399		437	1245	1	1	4500	1	1		1
Capacity Ana	lvsis	Modul	e:	1		1	1		Į	1		1
Vol/Sat:	0.00	0.16	0.16	0.06	0.23	0.00	0.04	0.24	0.24	0.00	0.00	0.00
Crit Moves:	****				****			****				
+++++++++++++++++++++++++++++++++++++++	*****	*****	******	*****	*****	******	*****	****	******	******	****	******

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AM Future Pre-Proj+Amb Mon Oct 24, 2011 14:00:33

	Scenario Report
Scenario:	AM Future Pre-Proj+Amb
Command:	Default Command
Volume:	AM Fut Pre-Proj+Amb
Geometry:	Existing Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

AM Future Pr	e-Proj	j+Amb	Ma	on Oct	24,	2011 1	4:00:3	3			Page	2-1
ICU	1 (Loss	5 as	Level (Cycle]	Of Ser Length	 vice %) M	Computa ethod	ation (Base	Repor Volum	 t e Alter	nativ	e)	*****
Intersection	#1 E1	. Mol	ino Ave	e/Unio	n [68	0 E Co.	lorado]	******	****	*****	******
Cycle (sec): Loss Time (s Optimal Cycl	ec): e: ******	1	00 10 33	*****	* * * * *	Critic Averac Level	cal Vo ge Del Of Se	l./Caj ay (s rvice	p.(X): ec/veh) :	:	0.4 xxx:	486 xxx A ******
Street Name: Approach: Movement:	Nor L -	th Bo T	El Mol: ound - R	ino Av So L	e uth B - T	ound - R	E. L	ast Bo - T	Unic ound - R	on St We L	est Bo - T	ound - R
Control: Rights:	P	ermi Inclu	tted ude	0	Permi Incl	tted ude	I 0	Permit Inclu	tted ude	1	Permit Inclu	tted 1de
Y+R: Lanes:	4.0	4.0	4.0	4.0	4.0 0 0	4.0	4.0	4.0 0 0	4.0	4.0	4.0 1 2	4.0
Volume Modul	e:AM P	eak		1					1	[1
Base Vol: Growth Adj: Initial Bse: User Adj: PHF Adj: PHF Volume: Reduct Vol: Reduced Vol: PCE Adj: MLF Adj: FinalVolume:	69 1.00 69 1.00 1.00 69 1.00 1.00 69	181 1.00 181 1.00 1.00 1.00 181 1.00 1.00	0 1.00 0 1.00 0 0 1.00 1.00 0	0 1.00 0 1.00 0 0 1.00 1.00	333 1.00 333 1.00 1.00 333 1.00 1.00 333	56 1.00 56 1.00 56 0 56 1.00 1.00 56	0 1.00 0 1.00 0 0 1.00 1.00 0	$\begin{array}{c} 0\\ 1.00\\ 0\\ 1.00\\ 0\\ 0\\ 0\\ 1.00\\ 1.00\\ 1.00\\ 0\\ \end{array}$	0 1.00 0 1.00 0 0 1.00 1.00 0	33 1.00 33 1.00 1.00 33 1.00 1.00 33	737 1.00 737 1.00 1.00 737 0 737 1.00 1.00 737	26 1.00 26 1.00 1.00 26 1.00 1.00 26
Saturation F	low Mo	dule:	:	1		1	ł		ı	1		ł
Sat/Lane: Adjustment: Lanes: Final Sat.:	1700 1.00 0.28 469	1700 1.00 0.72 1231	1700 1.00 0.00 0	1700 1.00 0.00 0	1700 1.00 0.86 1455	1700 1.00 0.14 245	1700 1.00 0.00	1700 1.00 0.00 0	1700 1.00 0.00 0	1700 1.00 0.17 282	1700 1.00 3.70 6296	1700 1.00 0.13 222
Capacity Anal Vol/Sat: Crit Moves:	lysis 0.04 ****	Modul 0.15	Le: 0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.02	0.12	0.12

Mon Oct 24, 2011 14:00:33 Page 3-1 AM Future Pre-Proj+Amb Level Of Service Computation Report ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative) Intersection #2 El Molino Ave/Colorado Blvd [680 E Colorado Blvd] Cycle (sec): 100 Critical Vol./Cap.(X): 0.429 Loss Time (sec): 10 Optimal Cycle: 30 Average Delay (sec/veh): XXXXXX Level Of Service: А Colorado Blvd Street Name: El Molino Ave Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R Movement:
 Control:
 Permitted
 Permitted
 Permitted
 Permitted
 Permitted

 Rights:
 Include
 Include
 Include
 Include
 Include

 Min. Green:
 0
 0
 0
 0
 0
 0
 0
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 Y+R:
 4.0
 4.0
 4.0
 4.0
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 4.0 Volume Module:AM Peak Base Vol: 26 144 27 29 172 27 28 494 15 38 553 37 Initial Bse: 26 144 27 29 172 27 28 494 15 38 553 37 PHF Volume: 26 144 27 29 172 27 28 494 15 38 553 37 Reduct Vol:0000000000Reduced Vol:26144272917227284941538553 0 0 0 37 PCE Adj:1.001.001.001.001.001.001.001.001.001.00MLF Adj:1.001.001.001.001.001.001.001.001.001.00FinalVolume:2614427291722728494153855337 Saturation Flow Module: Lanes: 0.13 0.73 0.14 0.13 0.75 0.12 1.00 2.00 1.00 1.00 2.00 1.00 Final Sat.: 224 1243 233 216 1282 201 1700 3400 1700 1700 3400 1700 Capacity Analysis Module: Vol/Sat: 0.02 0.12 0.12 0.02 0.13 0.13 0.02 0.15 0.01 0.02 0.16 0.02 Crit Moves: **** * * * * **** **** ************************

AM Future Pr	e-Pro	j+Amb	Ma	on Oct	24,	2011 14	1:00:3	3			Page	4-1
 ICU **********	1 (Loss	5 as	Level (Cycle]	Df Ser Length	 vice %) M *****	Computa ethod	ation (Base)	Repor Volum	 t e Alter ******		 2) ****	*****
Intersection	#3 E]	L Mol	ino/Gre	een [6 *****	80 E ****	Colorac ******	do Blv(d] *****	* * * * * * *	*****	****	******
Cycle (sec): Loss Time (s Optimal Cycl	ec): e: *****	1	00 10 29 ******	****	* * * * *	Critic Averac Level	cal Vol ge Dela Of Se	l./Caj ay (s rvice	p.(X): ec/veh) : *******	*	0. xxx	404 xxx A ******
Street Name:]	El Moli	ino Av	е				Gree	en St		
Approach:	Nor	th B	ound	So	uth B	ound	Ea	ast B	ound	We	est B	ound
Movement:	L -	- T	- R	L	- Т	- R	L ·	- T	- R	г -	- T	- R
Control:	 E	Permi	tted		Permi	tted		Permi Inclu	 tted ude		Permi	tted
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 (1 0	0	1 0	0 0	0	L 1	1 0	0 (0 (0 0
Volume Modul	e:AM E	'eak										
Base Vol:	0	169	67	74	153	0	30	558	33	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	169	67	74	153	0	30	558	33	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	169	67	74	153	0	30	558	33	0	0	0
Reduct Vol:	0	1.0	0	0	150	0	0	0	0	0	0	0
Reduced Vol:	1 00	109	1 00	1 00	153	1 00	1 00	228	1 00	1 00	1 00	1 00
PCE Adj: MIE Adj:	1.00	1 00	1.00	1.00	1.00	1.00	1.00	1 00	1.00	1 00	1 00	1 00
MLF AUJ: FinalVolumo:	1.00	160	1.00	1.00	153	1.00	1.00	550	7.00	1.00	1.00	1.00
rinarvorume.			1	1	100		1			1		1
Saturation F	low Mo	dule:	:	ł		1	1		i	,		,
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.72	0.28	0.33	0.67	0.00	0.14	2.70	0.16	0.00	0.00	0.00
Final Sat.:	0	1217	483	554	1146	0	246	4583	271	0	0	0
Capacity Ana	lysis	Modul	le:						_			
Vol/Sat:	0.00	0.14	0.14	0.04	0.13	0.00	0.02	0.12	0.12	0.00	0.00	0.00
Crit Moves:	ىلە بار بەر بار بار ب	****	ىلەر بەلەر بالەر بەلەر بەلەر	****		مان مان مان مان مان مان ما	قد بلہ بلہ بلہ بلہ بلہ	****	مله مله مله مله مله مله مله	له مله مله مله مله مله	. بات بات بات ب	L -L -L -L -L -L -L -L

PM Future Pre-Proj+Amb Mon Oct 24, 2011 14:00:33

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Scenario:	Scenario Report PM Future Pre-Proj+Amb
Command:	Default Command
Volume:	PM Fut Pre-Proj+Amb
Geometry:	Existing Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

PM Future Pr	e-Proj+Amb	Мо	n Oct 24,	2011 1	4:00:34		Page	2-1
		Level C	of Service	Comput	ation Repor			
ICU ********	1(Loss as (Cycle L ******	ength %) ********	Method ******	(Base Volum	e Alter ******	native)	* * * †
Intersection *******	#1 El Mol:	ino Ave	/Union [6 *******	30 E Co ******	lorado] *********	* * * * * * *	****	* * *
Cycle (sec):	10	00		Criti	cal Vol./Ca	p.(X):	0.4	480
Loss Time (s	ec):	LO		Avera	ge Delay (s	ec/veh)	: xxxx	XXX
Optimal Cycl	e: ********	32 ******	*****	Level	Of Service	******	****	A * * *
Street Name:	I	El Moli	no Ave			Unio	n St	
Approach:	North Bo	ound	South 1	Bound	East Bo	ound	West Bo	oun
Movement:	L – T	- R	L - T	– R	L – T	- R	L – T	-
Control.	Pormit		Dorm	++ 67	Dormit	 -+od	Darmit	
Rights:	Inclu	ide	Inc	lude	Inclu	ide	Inclu	ude
Min. Green:	0 0	0	0) 0	0 0	0	0 0	
Y+R:	4.0 4.0	4.0	4.0 4.0	4.0	4.0 4.0	4.0	4.0 4.0	
Lanes:	0 1 0	0 0	0 0 0	1 0	0 0 0	0 0	0 1 2	1
Volume Modul	o.PM Peak							
Base Vol:	54 224	0	0 260) 92	0 0	0	45 852	
Growth Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1
Initial Bse:	54 224	0	0 260) 92	0 0	0	45 852	
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1
PHF Adj:	1.00 1.00	1.00	1.00 1.00) 1.00	1.00 1.00	1.00	1.00 1.00	1
PHF Volume:	54 224	0	0 260) 92	0 0	· U	45 852	
Reduced Vol:	54 224	0	0 260) 92	0 0	0	45 852	
PCE Adi:	1.00 1.00	1.00	1.00 1.00) 1.00	1.00 1.00	1.00	1.00 1.00	1
MLF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1
FinalVolume:	54 224	0	0 260) 92	0 0	0	45 852	
Coturation T	l							
Saturation F.	1700 1700	1700	1700 1700	1700	1700 1700	1700	1700 1700	1
Adjustment:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1
Lanes:	0.19 0.81	0.00	0.00 0.74	0.26	0.00 0.00	0.00	0.19 3.55	õ
Final Sat.:	330 1370	0	0 1256	5 444	0 0	0	319 6035	
Compositur Desi								
Capacity Ana. Vol/Sat•	LYSIS MOQUI 0.03 0 16	.e: 0.00	0.00 0 21	0 21	0.00 0 00	0.00	0.03 0.14	0
Crit Morroa.	****	0.00	****		5.00 0.00	0.00	****	v

PM Future Pr	e-Pro	j+Amb 	Mo	on Oct	24,	2011 14	1:00:3	4			Page	3-1
ICU		s as	Level (Cycle]	Of Ser Length	 vice %) M	Computa ethod	ation (Base	Repor Volum	t e Alter	rnativ	 ∋)	
*******	*****	****	*****	*****	*****	* * * * * * *	*****	*****	******	*****	*****	******
Intersection ********	#2 E	L Mol.	ino Ave	e/Colo *****	rado *****	Blvd [6 ******	580 E	Color *****	ado Blv ******	7d] ******	*****	******
Cycle (sec): Loss Time (s Optimal Cycl	ec): e: *****	1	00 10 43 ******	****	* * * * *	Critic Averac Level	cal Vo ge Del Of Se	l./Ca ay (s rvice ****	p.(X): ec/veh) : *******	*****	0.0 xxxx	637 xxx · B ******
Street Name.		1	El Molt	no Av	ρ				Colorad	O Blv	4	
Approach:	Noi	rth Bo	ound	So	uth B	ound	E	ast B	ound	We	ast Be	ound
Movement:	L -	- T	- R	L	- T	- R	L	- T	- R	L ·	- T	- R
Control:	I	Permit	tted		Permi	tted		Permi	tted]	Permit	tted
Rights:		Inclu	ude		Incl	ude		Incl	ude		Inclu	ude
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0) 1!	0 0	0	0 1!	0 · 0	1	02	0 1	1 () 2	0 1
Volume Modul	e:PM H	?eak										
Base Vol:	12	236	43	68	226	29	61	1037	29	47	986	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
initial Bse:	1 00	236	43	1 00	226	29	1 00	1037	29	4/	986	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHE Malumat	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1027	1.00	1.00	1.00	1.00
Prir volume:	12	230	43	00	220	29	01	1037	29	47	900	42
Reduced Vol:	12	236	43	68	226	29	61	1037	29	47	986	42
PCE Adi.	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	236	43	68	226	29	61	1037	29	47	986	42
Saturation F	low Mc	dule:										
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.81	0.15	0.21	0.70	0.09	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	70	1379	251	358	1189	153	1700	3400	1700	1700	3400	1700
Capacity Ana	lysis	Modul	Le:									
Vol/Sat:	0.01	0.17	0.17	0.04	0.19	0.19	0.04	0.31	0.02	0.03	0.29	0.02
Crit Moves:	المحالية المراجع الم	****	• - ال ال ال ال ال ال ال	****	ا- با- با- با- با	ل س س س س	****		ب		****	ب. ب. ب. ب. ب. ب. ب.
	n	^ ^ ^ * * *		~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	• • • • • • •	 .	~ ~ ~ ~ ~ ~ ~	· ^ ^ ^ 7 7	~ ~ ^ ~ * *	~ ^ ^ ~ 7 7		

PM Future Pr	e-Proj 	+Amb	Мс	on Oct	24,	2011 14	:00:3	4			Page	4-1
ICU] as (Level (Cycle I)f Ser Length	 vice %) M	Computa ethod (tion Base	Repor Volum	t e Alter	nativ	e)	
*********	*****	****	******	*****	****	******	****	****	* * * * * * *	****	* * * * * *	* * * * * * *
Intersection ******	#3 El	. Mol:	ino/Gre	een [6	80 E ****	Colorad ******	lo Blv *****	d] ****	* * * * * * *	*****	*****	******
Cycle (sec): Loss Time (s Optimal Cycl	ec): e: *****	1(] ; *****)0 10 36 ******	****	****	Critic Averag Level	al Vo e Del Of Se	1./Ca ay (s rvice *****	p.(X): ec/veh) : *******	• * * * * *	0.5 xxxx	549 <xx A ******</xx
Street Name:		F	El Moli	no Av	e				Gree	n St		
Approach:	Nor	th Bo	ound	So	uth B	ound	E	ast B	ound	W	est Bo	ound
Movement:	L	T	- R	L	- T	– R	L	- т	- R	L ·	- т	– R
Control:	P	ermit	ted		Permi	tted		Permi	tted		Permit	ted
Rights:		Inclu	ıde		Incl	ude		Incl	ude		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	1 0	0	1 0	0 0	0	1 1	1 0	0 0	0 (0 0
Volume Modul	e:PM P	eak									_	
Base Vol:	0	225	50	66	271	0	62	1128	75	. 0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	225	50	66	2/1	1 00	62	1128	1 0 0	1 00	1 00	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1120	1.00	1.00	1.00	1.00
PAR VOLUME:	0	225	50	00	2/1	0	02	1120	, , ,	0	0	0
Reduct VOI:	0	225	50	66	271	0	62	1120	75	0	0	0
PCF Adi.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
MLF Adi.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
FinalVolume:	1.00	225	50	1.00	271	1.00	62	1128	75	0	0	0
				1								
Saturation F	, low Mo	dule:		1		,	,					1
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.82	0.18	0.20	0.80	0.00	0.15	2.67	0.18	0.00	0.00	0.00
Final Sat.:	0	1391	309	333	1367	0	250	4548	302	0	0	0
Capacity Ana	lysis	Modul	.e:									
Vol/Sat:	0.00	0.16	0.16	0.04	0.20	0.00	0.04	0.25	0.25	0.00	0.00	0.00
Crit Moves:		****		****				****				
***********	*****	*****	*****	*****	****	******	*****	****	******	*****	· * * * * *	******

AM Fut Pre-Proj+Amb+RelProjMon Oct 24, 2011 13:59:24 Page 1-1

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and any star bad bad data and any star and any star and the star and the star and	
	Scenario Report
Scenario:	AM Fut Pre-Proj+Amb+RelProj
Command:	Default Command
Volume:	AM Fut Pre-Proj+Amb+RelProj
Geometry:	Existing Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

AM Fut Pre-P	roj+A	mb+Re	lProjMo	on Oct	24,	2011 13	3:59:2	4			Page	2-1
 ICU **********	1 (Los:	 s as *****	Level (Cycle I	of Ser	 vice %) M *****	Computa	ation I (Base V	Repor Volum	 t e Alter ******	nativ	 e) *****	*****
Intersection	#1 E.	l Mol *****	ino Ave	e/Unio	n [68 ****	0 E Co] ******	lorado] * * * * *	* * * * * * *	*****	* * * * *	*****
Cycle (sec): Loss Time (s Optimal Cycl	ec): e: *****	1	00 10 34 ******	****	* * * * *	Critic Averac Level	cal Vol ge Dela Of Sei	L./Ca ay (s cvice	p.(X): ec/veh) : *******	*****	0. xxx:	504 xxx A ******
Street Name: Approach:	Noi	rth B	El Moli ound	no Av So	e uth B	ound	Ea	ast B	Unic ound	on St We	est B	ound
Movement:	L -	- T	- R	L	- T	- R	L -	- T	- R	L -	- T	- R
Control: Rights:	11	Permi Incl	tted ude	1	Permi Incl	tted ude	I	Permi Incl	tted ude]	Permi Incl	tted ude
Min. Green: Y+R: Lanes:	0 4.0 0 3	0 4.0 L 0	0 4.0 0 0	0 4.0 0	0 4.0 0 0	0 4.0 1 0	0 4.0 0 (0 4.0) 0	0 4.0 0 0	0 4.0 0	0 4.0 L 2	0 4.0 1 0
Volume Modul	 e:AM	Peak										
Base Vol:	79	188	0	0	346	56	0	0	0	63	737	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	188	0	0	346	56	0	0	0	63	737	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	188	0	0	346	56	0	0	0	63	737	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	188	0	0	346	56	0	0	0	63	737	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	188	0	0	346	56	0	0	0	. 63	737	26
Saturation F												
Sat/Lano.	1700	1700	. 1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Lanes.	0.30	0.70	0.00	0.00	0.86	0 14	0 00	0.00	0.00	0.30	3.57	0.13
Final Sat.:	503	1197	0	0	1463	237	0	0	0	519	6067	214
Capacity Ana	 lvsis	Modul	 Le:									
Vol/Sat:	0.05	0.16	0.00	0.00	0.24	0.24	0.00'	0.00	0.00	0.04	0.12	0.12
Crit Moves:	****	****	******	*****	****	******	*****	****	******	*****	****	******

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AM Fut Pre-	Proj+An	nb+Re	lProjM	on Oct	24,	2011 1	3:59:2	4			Page	3-1
ICU	1 (Loss	as as	Level (Cycle)	Df Ser Length	vice %) M	Computa ethod	ation (Base	 Repor Volum	t Alter	nativ	ə)	
* * * * * * * * * * * *	* * * * * * *	****	*****	* * * * * *	****	*****	*****	* * * * *	******	*****	****	******
Intersection	n #2 El ******	. Mol	ino Av ******	e/Colo *****	rado :	Blvd [680 E *****	Color ****	ado Blv ******	7d] *****	****	*****
Cycle (sec):	•	1	00			Critic	cal Vo	1./Ca	p.(X):		0.	523
Loss Time (s	10	Average Delay (sec/veh):							XXX	XXX		
Optimal Cyc.	le: ******	****	35 ******	* * * * * *	* * * * *	Level	Of Se *****	rvice *****	: * * * * * * * *	*****	****	A ******
Street Name:		j	El Mol:	ino Av	е				Colorad	lo Blvo	t	
Approach:	Nor	th B	ound	So	uth B	ound	E	ast B	ound	We	est B	ound
Movement:	L -	· T	- R	L	- T	- R	L	- Т	- R	L ·	- T	- R
Control:	- P	ermi	tted		Permi	tted		Permi	 tted		Permi	 tted
Rights:		Incl	ude		Incl	ıde		Incl	ude		Incl	ude
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1!	0 0	0	0 1!	0 0	1 (02	0 1	1 () 2	0 1
	-											
Volume Modul	.e:AM P	eak										
Base Vol:	41	161	27	41	209	46	28	654	28	38	709	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	161	27	41	209	46	28	654	28	38	109	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Phr volume:	41 0	101	27	41	209	40	20	004	20	00	709	57
Reduced Vol:	41	161	27	11	209	16	28	654	28	28	709	27
PCF Adi.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	161	27	41	209	46	28	654	28	38	709	37
	.											
Saturation F	low Mo	dule	:									
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.18	0.70	0.12	0.14	0.71	0.15	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	304	1195	200	235	1200	264	1700	3400	1700	1700	3400	1700
Capacity Ana	lysis :	Modu]	Le:	0 00	0 1 7	0 1 7	0 00	0 1 0	0.00	0 00	0 01	0.00
vol/Sat:	0.02	0.13	0.13	0.02	U.1/	0.1/	0.02	0.19	0.02	0.02	0.21	0.02
LIIT MOVES:	*****	****	******	*****	*****	*****	*****	*****	******	*****	****	******

AM Fut Pre-P	roj+Am	b+Re	lProjM	on Oct	24,	2011 13	8:59:2	4			Page	4-1
ICU	 1 (Loss *****	as (Level (Cycle :	 Df Ser Length *****	vice %) M	Computa ethod	ation 1 (Base)	Repor Volum	 t e Alter ******		 2) * * * * * * 1	*****
Intersection	#3 El *****	. Mol:	ino/Gr	een [6 *****	80 E *****	Colorac ******	lo Blv	d] *****	* * * * * * * *	*****	*****	******
Cycle (sec): 100 Loss Time (sec): 10 Optimal Cycle: 30							cal Vo ge Del Of Se	*****	0.424 xxxxxx A **************			
Street Name: Approach: Movement:	Nor L -	th Bo T	El Mol: ound - R	ino Av So L	e uth B - T	ound - R	E. L	ast B - T	Gree ound - R	en St We L	est Bo - T	ound - R
Control: Rights: Min. Green:	P	ermit Inclu 0	tted ude 0	0	Permi Incl 0	tted ude 0	0	Permi Incl 0	tted ude 0	0	ermit? Inclu 0	ited ide 0
Y+R: Lanes:	4.0 0 0 	4.0 0 	4.0	4.0 0	4.0 1 0	4.0 0 0	4.0 0 :	4.0 1 1	4.0 1 0 	4.0 0 (4.0) 0	4.0 0 0
Base Vol: Growth Adj: Initial Bse: User Adj: PHF Adj: PHF Volume: Reduct Vol: Reduced Vol: PCE Adj: MLF Adj: FinalVolume:	0 1.00 0 1.00 1.00 0 1.00 1.00 1.00 0 1.00 0 1.00	201 1.00 201 1.00 201 0 201 1.00 1.00 201 1.00 201	67 1.00 67 1.00 1.00 67 0 67 1.00 1.00 67	74 1.00 74 1.00 1.00 74 1.00 1.00 74	203 1.00 203 1.00 203 0 203 1.00 1.00 203	0 1.00 1.00 1.00 0 0 1.00 1.00 0	30 1.00 30 1.00 1.00 30 1.00 1.00 1.00 30	565 1.00 565 1.00 565 0 565 1.00 1.00 565	33 1.00 33 1.00 1.00 33 0 33 1.00 1.00 33	0 1.00 1.00 0 0 0 1.00 1.00 1.00	0 1.00 0 1.00 0 0 1.00 1.00 0 0	0 1.00 0 1.00 0 0 0 1.00 1.00 1.00
Saturation F Sat/Lane: Adjustment: Lanes: Final Sat.:	Low Mo 1700 1.00 0.00 0	dule: 1700 1.00 0.75 1275	1700 1.00 0.25 425	1700 1.00 0.27 454	1700 1.00 0.73 1246	1700 1.00 0.00 0	1700 1.00 0.14 244	1700 1.00 2.70 4588	1700 1.00 0.16 268	1700 1.00 0.00 0	1700 1.00 0.00 0	1700 1.00 0.00 0
Capacity Anal Vol/Sat: Crit Moves:	Lysis 0.00	Modul 0.16 ****	.e: 0.16	0.04	0.16	0.00	0.02	0.12	0.12	0.00	0.00	0.00

PM Fut Pre-Proj+Amb+RelProjMon Oct 24, 2011 13:59:25

Page 1-1

Scenario:	Scenario Report PM Fut Pre-Proj+Amb+RelProj
Command:	Default Command
Volume:	PM Fut Pre-Proj+Amb+RelProj
Geometry:	Existing Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

PM Fut Pre-Proj+Amb+RelProjMon Oct 24, 2011 13:59:26

	·												
			Level C	of Ser	vice	Computa	tion 1	Repor	t				
ICU 1	(Los	s as	Cycle I	length	8) M	ethod (Base '	Volum	e Alter	nativ	e)		
*****	****	*****	******	*****	* * * * *	******	*****	* * * * *	******	*****	*****	******	
Intersection ********	#1 E ****	l Mol ****	ino Ave ******	/Unio	n [68 *****	0 E Col ******	orado *****] * * * * * *	******	*****	*****	*****	
Cycle (sec):		1	00			Critic	al Vo	l./Caj	p.(X):		0.5	516	
Loss Time (sec): 10						Averag	e Dela	ay (s	ec/veh)	:	XXXX	· xxx	
Optimal Cycle: 34 Level Of Service: A													
· · · · · · · · · · · · · · · · · · ·													
Street Name:			El Moli	no Ave	э				Unio	n St			
Approach:	No	rth B	ound	Soi	ith B	ound	Ea	ast B	ound	We	est Bo	ound	
Movement:	L ·	- T	- R	L ·	- T	- R	L -	- T	- R	Ŀ.	- T	– R	
Control:]	Permi	tted]	Permi	tted]	Permi	tted]	Permit	ted	
Rights:		Incl	ude		Incl	ude		Incl	ude		Inclu	ıde	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0.	LU	0 0	, 0 (0 0	I U		0	0 0	. 0.	1 2	TU	
Volumo Modulo	• DM 1									1			
Pace Vol:	104	251	0	0	266	92	0	0	Ο	65	852	63	
Growth Adj.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	
Initial Bse	104	254	1.00	1.00	266	92	1.00	1.00	1.00		852	63	
User Adi.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	
PHF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	104	254	0	0	266	92	0	0	0	65	852	63	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	104	254	0	0	266	92	. 0	0	0	65	852	63	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	104	254	0	0	266	92	0	0	0	65	852	63	
Saturation Fl	ow Mo	dule	:										
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.29	0.71	0.00	0.00	0.74	0.26	0.00	0.00	0.00	0.26	3.48	0.26	
Final Sat.:	494	1206	0	0	1263	437	0	0	0	451	5912	437	
Capacity Anal	ysis	Modu.	Le:	0 00	0 01	0 01	0 00	0 00	0 00	0 04	0 1 4	0 1 4	
vol/Sat:	0.06	0.21	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.04	U.14	0.14	
CILT MOVES:	~ ~ <i>~ *</i> * * * * *	****	******	*****	****	******	* * * * * *	*****	******	* * * * * *	*****	******	
PM Fut I	Pre-Pi	coj+#	Amb+Re	lProjM	on Oct	24,	2011 13	3:59:2	6 			Page	3-1
--	---	--	--	--	--	--	---	---	--	---	--	--	---
******	ICU 1	 L (Los	s as	Level (Cycle 1	 Of Ser Length *****	 vice %) M *****	Computa ethod	ation (Base	Repor Volum	 t e Alte: ******	 cnativ	e)	*****
Intersec	ction	#2 E	1 Mol	ino Ave	e/Colo *****	rado *****	Blvd [6	580 E	Color *****	ado Blv ******	7d] *****	****	*****
Cycle (s Loss Tin Optimal	sec): ne (se Cycle	ec): e:	1	00 10 57	* * * * * *	* * * * *	Critic Averac Level	cal Vo ge Del Of Se	l./Caj ay (s rvice *****	p.(X): ec/veh) : *******	*****	0. xxx: *****	751 xxx C ******
Street N Approach Movement	Name: n: ::	Nc L	orth B - T	El Mol: ound - R	ino Av So L	e uth B - T	ound - R	E. L	ast B - T	Colorac ound - R	do Blv W L	d est Bo - T	ound - R
Control: Rights: Min. Gre	een:		Permi Incl 0	tted ude 0	0	Permi Incl 0	tted ude 0	0	Permi Incl 0	tted ude 0	0	Permi Inclu 0	tted ude 0
Lanes:		4.0 0 	0 1!	4.0 0 0	4.0 0	4.0 0 1!	0 0 	1	0 2	0 1	1	0 2	4.0 0 1
Volume M Base Vol Growth A Initial User Adj PHF Adj: PHF Volu Reduct V Reduced PCE Adj: MLF Adj: FinalVol	Module Adj: Bse: I: Mol: Vol: Lume:	26 26 1.00 26 1.00 26 1.00 26 1.00 1.00 26 	Peak 274 1.00 274 1.00 274 0 274 1.00 1.00 274	43 1.00 43 1.00 1.00 43 1.00 1.00 43	72 1.00 72 1.00 1.00 72 1.00 1.00 72	253 1.00 253 1.00 253 0 253 1.00 1.00 253	34 1.00 34 1.00 1.00 34 0 34 1.00 1.00 34	103 1.00 103 1.00 103 0 103 1.00 1.00 1.	1181 1.00 1181 1.00 1.00 1181 1.00 1.00	46 1.00 46 1.00 46 0 46 1.00 1.00 46	47 1.00 47 1.00 1.00 47 1.00 1.00 47	1178 1.00 1178 1.00 1.00 1178 1.00 1.00 1.00 1178	57 1.00 57 1.00 1.00 57 0 57 1.00 1.00 57
Saturati Sat/Lane Adjustme Lanes: Final Sa	on Fl e: ent: 	ow M 1700 1.00 0.08 129	odule 1700 1.00 0.80 1358	: 1700 1.00 0.12 213	1700 1.00 0.20 341	1700 1.00 0.71 1198	1700 1.00 0.09 161	1700 1.00 1.00 1700	1700 1.00 2.00 3400	1700 1.00 1.00 1700	1700 1.00 1.00 1700	1700 1.00 2.00 3400	1700 1.00 1.00 1700
Capacity Vol/Sat: Crit Mov ******	 Anal res:	ysis 0.02	Modu 0.20 ****	le: 0.20	0.04	0.21	0.21	0.06	0.35	0.03	0.03	0.35	0.03

Level of Service Computation Report ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative) Intersection #3 El Molino/Green [680 E Colorado Blvd] Colorado Blvd] Cycle (sec): 10 Average Delay (sec/veh): xxxxx Optimal Cycle: 39 Level of Service: A Street Name: El Molino Ave Green St Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R C - T - R L - T - R Control: Permitted Permitted Permitted Permitted Min. Green: 0	PM Fut Pre-P	roj+An	nb+Re	lProjM	on Oct	24,	2011 13	8:59:2	6			Page	4-1
Level Of Service Computation Report IGU 1(Losa S Cycle Length %) Method (Base Volume Alternative) Intersection #3 El Molino/Green [680 E Colorado Blvd] Cycle (sec): 100 Critical Vol./Cap.(X): 0.582 Loss Time (sec): 10 Average Delay (sec/veh): xxxxx Optimal Cycle: 39 Level Of Service: A Street Name: El Molino Ave Green St Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Permitted Permitted Permitted Permitted Nin. Green: 0 0 0 0 0 0 0 Value Module:PM Peak Base Vol: 0 0 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0 0 0 0 0 0 0 0 0 0 0 0 0													
Thressetion #3 El Molino/Green [680 E Colorado Blvd] YMANANA Cycle (sec): 100 Critical Vol./Cap.(X): 0.582 Loss Time (sec): 10 Average Delay (sec/veh): XXXXXX Optimal Cycle: 39 Level Of Service: A Street Name: El Molino Ave Green St Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R I - T - R	ICU	1(Loss	s as	Level (Cycle 1	Of Ser Length	vice %) M	Computa ethod	ation : (Base '	Repor Volum	t e Alter	nativ	e)	
Intersection #3 El Molino/Green [680 E Colorado Blvd] Cycle (sec): 10 Critical Vol./Cap.(X): 0.582 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx Optimal Cycle: 33 Level Of Service: A Street Name: El Molino Ave Green St Approach: North Bound South Bound East Bound West Bound Movement: L T R L T - R Control: Permitted Permitted Permitted Permitted Include Min. Green: 0	*******	* * * * * *	****	*****	*****	****	* * * * * * *	*****	* * * * *	******	****	* * * * *	******
Cycle (sec): 100 Critical Vol./Cap.(X): 0.582 Loss Time (sec): 10 Average Delay (sec/veh): xxxxx Optimal Cycle: 39 Level Of Service: A Street Name: El Molino Ave Green St Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Permitted Permitted Permitted Permitted Min. Green: 0 0 0 0 0 0 0 V1H: 4.0	Intersection	#3 El *****	. Mol	ino/Gre	een [6 *****	80 E *****	Colorac ******	lo Blv *****	d] ****	* * * * * * *	*****	*****	* * * * * * *
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx Optimal Cycle: 39 Level Of Service: A Street Name: El Molino Ave Green St Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R I T - R Control: Permitted Permitted Permitted Permitted Min. Green: 0 0 0 0 0 0 0 Value Module: Module: Include Include Include Include Min. Green: 0	Cycle (sec):		1	00			Critic	cal Vo	1./Ca	p.(X):		0.	582
Optimal Cycle: 39 Level Of Service: A ************************************	Loss Time (se	ec):		10			Avera	ge Del	ay (s	ec/veh)	:	XXXX	XXX
Street Name: El Molino Ave Green St Approach: North Bound South Bound East Bound West Bound Movement: L - T R L - T R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T R L - T R L - T R L - T R L - T R L - T R L 0 D D D D <td>Optimal Cycle</td> <td>е:</td> <td></td> <td>39</td> <td></td> <td></td> <td>Level</td> <td>Of Se</td> <td>rvice</td> <td>:</td> <td></td> <td></td> <td>A</td>	Optimal Cycle	е:		39			Level	Of Se	rvice	:			A
Street Name: El Molino Ave Green St Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T R L C R R L C R <td>*******</td> <td>* * * * * *</td> <td>****</td> <td>*****</td> <td>*****</td> <td>****</td> <td>* * * * * * *</td> <td>*****</td> <td>* * * * *</td> <td>******</td> <td>*****</td> <td>*****</td> <td>* * * * * * *</td>	*******	* * * * * *	****	*****	*****	****	* * * * * * *	*****	* * * * *	******	*****	*****	* * * * * * *
Approach:North BoundSouth BoundEast BoundWest BoundMovement:L-T-RL-T-R	Street Name:]	El Mol:	ino Av	е				Gree	en St		
Movement: L - T - R L - T R L C T <th<< td=""><td>Approach:</td><td>Nor</td><td>th B</td><td>ound</td><td>So</td><td>uth B</td><td>ound</td><td>E</td><td>ast B</td><td>ound</td><td>We</td><td>est Bo</td><td>ound</td></th<<>	Approach:	Nor	th B	ound	So	uth B	ound	E	ast B	ound	We	est Bo	ound
Control: Permitted Permitted Permitted Permitted Permitted Rights: Include Include Include Include Include Win. Green: 0	Movement:	L -	т	- R	L ·	- T	- R	L ·	- T	– R	L -	- T	– R
Rights: Include Include Include Include Include Include Min. Green: 0	Control:	 P	ermi [.]	tted		Permi	 tted		Permi	 tted		Permit	 tted
Min. Green: 0 <td< td=""><td>Rights:</td><td></td><td>Incl</td><td>ude</td><td></td><td>Incl</td><td>ude</td><td></td><td>Incl</td><td>ude</td><td></td><td>Inclu</td><td>ıde</td></td<>	Rights:		Incl	ude		Incl	ude		Incl	ude		Inclu	ıde
Y+R: 4.0	Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes: 0 0 1 0 0 1 1 1 0 <td>Y+R:</td> <td>4.0</td>	Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
	Lanes:	0 0	0	1 0	0	1 0	0 0	0	1 1	1 0	0 (0 0	0 0
Volume Module:PM Peak Base Vol: 0 277 50 66 315 0 62 1140 75 0 0 Growth Adj: 1.00 0													
Base Vol: 0 277 50 66 315 0 62 1140 75 0 0 Growth Adj: 1.00 0	Volume Module	e:PM P	eak										
Growth Adj: 1.00 <td>Base Vol:</td> <td>0</td> <td>277</td> <td>50</td> <td>66</td> <td>315</td> <td>0</td> <td>62</td> <td>1140</td> <td>75</td> <td>0</td> <td>0</td> <td>0</td>	Base Vol:	0	277	50	66	315	0	62	1140	75	0	0	0
Initial Bse: 0 277 50 66 315 0 62 1140 75 0 0 User Adj: 1.00 0 <td>Growth Adj:</td> <td>1.00</td>	Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User Adj: 1.00 0	Initial Bse:	0	277	50	- 66	315	0	62	1140	75	0	0	0
PHF Adj: 1.00 0	User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume: 0 277 50 66 315 0 62 1140 75 0 0 0 Reduct Vol: 0	PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Reduct Vol: 0 <td< td=""><td>PHF Volume:</td><td>0</td><td>277</td><td>50</td><td>66</td><td>315</td><td>0</td><td>62</td><td>1140</td><td>75</td><td>0</td><td>0</td><td>0</td></td<>	PHF Volume:	0	277	50	66	315	0	62	1140	75	0	0	0
Reduced Vol: 0 277 50 66 315 0 62 1140 75 0 0 0 PCE Adj: 1.00	Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj: 1.00	Reduced Vol:	0	277	50	66	315	0	62	1140	75	0	0	0
MLF Adj: 1.00 0 0 0 Saturation Flow Module: Saturation Flow Module: Saturation 1700 1700	PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume: 0 277 50 66 315 0 62 1140 75 0 0 0 Saturation Flow Module:	MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Saturation Flow Module: Saturation Flow Module: Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700	FinalVolume:	0	277	50	66	315	0	62	1140	75	0	0	0
Saturation Flow Module: Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700													
Sat/Lane: 1700	Saturation Fl	.ow Mo	dule:	:						4 5 6 6	1 7 0 0	1 7 6 6	1
Adjustment: 1.00 <td>Sat/Lane:</td> <td>1700</td> <td>1700</td> <td>1700</td> <td>1700</td> <td>1700</td> <td>1700</td> <td>1700</td> <td>1700</td> <td>1700</td> <td>1/00</td> <td>1/00</td> <td>1/00</td>	Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1/00	1/00	1/00
Lanes: 0.00 0.85 0.15 0.17 0.83 0.00 0.14 2.68 0.18 0.00 0.00 0.00 Final Sat.: 0 1440 260 294 1406 0 248 4553 300 0 0 0 	Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.: 0 1440 260 294 1406 0 248 4553 300 0 0 0 0	Lanes:	0.00	0.85	0.15	0.17	0.83	0.00	0.14	2.68	0.18	0.00	0.00	0.00
Capacity Analysis Module: Vol/Sat: 0.00 0.19 0.19 0.04 0.22 0.00 0.04 0.25 0.25 0.00 0.00 0.00 Crit Moves: **** ****	Final Sat.:	0	1440	260	. 294	1406	0	248	4553	300	. 0	0	U
Capacity Analysis Module: Vol/Sat: 0.00 0.19 0.19 0.04 0.22 0.00 0.04 0.25 0.25 0.00 0.00 0.00 Crit Moves: ****													
VOI/Dat: 0.00 0.19 0.19 0.04 0.22 0.00 0.04 0.25 0.25 0.00 0.00 0.00 Crit Moves: **** **** ****	Capacity Anal	.ysis :	Moau	Le:	0.04	0 00	0 00	0.04	0.05	0.05	0 00	0 00	0 00
VILLE MOVES: COMPANY AND ADDRESS COMPANY	vol/Jat:	0.00	v.19 ****	0.19	U.U4 ****	0.22	0.00	0.04	∪.∠⊃ ****	0.20	0.00	0.00	0.00
· · · · · · · · · · · · · · · · · · ·	**************************************	*****	****	*****	*****	*****	******	*****	****	******	*****	*****	******

AM Future w/ Project Alt F Wed Nov 9, 2011 16:11:00

Scenario:	Scenario Report AM Future w/ Project Alt F
Command: Volume: Geometry: Impact Fee: Trip Generation: Trip Distribution: Paths:	AM Future w/ Project Alt F Default Command AM Future w/ Project Alt F Existing Geometry Default Impact Fee Default Trip Generation Default Trip Distribution Default Path
Routes: Configuration:	Default Route Default Configuration

AM Future w/ Project Alt F Wed Nov 9, 2011 16:11:00 Page 2-1 Level Of Service Computation Report ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative) Intersection #1 El Molino Ave/Union [680 E Colorado] Cycle (sec): 100 Critical Vol./Cap.(X): 0.538 Loss Time (sec): 10 Optimal Cycle: 36 Average Delay (sec/veh): XXXXXX Level Of Service: A Street Name: El Molino Ave Union St North Bound South Bound East Bound West Bound Approach: L - T - R L - T - R L - T - R L - T - RMovement: Control:PermittedPermittedPermittedPermittedRights:IncludeIncludeIncludeIncludeMin. Green:000000Y+R:4.04.04.04.04.04.04.00 1 0 0 0 0 0 1 0 0 0 0 0 0 1 2 1 0 Lanes: 0 Volume Module:AM Peak 0 398 0 0 72 737 Base Vol: 82 193 56 0 26 Initial Bse: 82 193 0 398 0 0 72 737 0 56 0 26

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Level Of Service Computation Report Level Of Service Computation Report ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative) Intersection #2 El Molino Ave/Colorado Blvd (680 E Colorado Blvd] Cycle (sec): 100 Critical Vol./Cap.(X): 0.565 Cycle (sec): 10 Average Delay (sec/veh): xxxxxx Optimal Cycle: 37 Level Of Service: A Street Name: El Molino Ave Colorado Blvd Approach: North Bound South Bound East Bound West Bound Moorement: L - T - R L - T - R L - T - R L - T - R Control: Permitted Permitted Permitted Permitted Include Include Include Include Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	AM Future w/	Proje	ect A	lt F We	ed Nov	9, 2	011 16:	:11:00				Page	3-1
Intersection #2 El Molino Ave/Colorado Blvd [660 E Colorado Blvd] Cycle (sec): 10 Critical Vol./Cap.(X): 0.565 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx Optimal Cycle: 37 Level Of Service: A Street Name: El Molino Ave Colorado Blvd Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R L - T - R Control: Permitted Permitted Permitted Permitted Permitted Nin. Green: 0	ICU **********	 1 (Loss *****	as ****	Level (Cycle)	Df Ser Length	vice %) M *****	Computa ethod ******	ation (Base	Repor Volum *****	 t e Alter ******		 e) ****	****
Cycle (sec): 100 Critical Vol./Cap.(X): 0.565 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx Optimal Cycle: 37 Level Of Service: A Street Name: El Molino Ave Colorado Blvd Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R L - T - R Control: Permitted Permitted Include Include Include Min. Green: 0	Intersection *******	#2 El	. Mol	ino Ave	e/Colo *****	rado : *****	Blvd [6 ******	580 E	Color *****	ado Blv ******	7d] ******	****	******
Street Name: El Molino Ave Colorado Blvd Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T R L - T R L - T R L - T R L - T R L L	Cycle (sec): Loss Time (s Optimal Cycl	ec): e: *****	1	00 10 37 ******	****	* * * * *	Critic Averac Level	cal Vo ge Del Of Se	l./Ca ay (s rvice *****	p.(X): ec/veh) : *******	*****	0. xxx:	565 xxx A ******
Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R L - T - R Control: Permitted Permitted Permitted Permitted Permitted Include Include Min. Green: 0 1	Street Name:		J	El Moli	ino Av	е			,	Colorad	do Blvo	ł	
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Y+R: 4.0	Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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Volume Module:AM Peak Base Vol: 43 169 30 41 270 46 28 654 37 64 709 37 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	Lanes:	0 0	1!	0 0	0	0 1!	0 0	1 (02	0 1	1 () 2	0 1
Volume Module:AM Peak Base Vol: 43 169 30 41 270 46 28 654 37 64 709 37 Growth Adj: 1.00 <td></td> <td> </td> <td></td> <td> </td>													
Base Vol: 43 169 30 41 270 46 28 654 37 64 709 37 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Volume Module	e:AM P	eak								<i>.</i> .		
Growth Adj: 1.00 <td>Base Vol:</td> <td>43</td> <td>169</td> <td>30</td> <td>41</td> <td>270</td> <td>46</td> <td>28</td> <td>654</td> <td>37</td> <td>64</td> <td>709</td> <td>37</td>	Base Vol:	43	169	30	41	270	46	28	654	37	64	709	37
Initial Bse: 43 169 30 41 270 46 28 654 37 64 709 37 User Adj: 1.00 1.0	Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Oser Adj: 1.00 0 </td <td>Initial Bse:</td> <td>43</td> <td>1 00</td> <td>1 00</td> <td>41</td> <td>270</td> <td>46</td> <td>1 00</td> <td>054</td> <td>3/</td> <td>1 00</td> <td>1 00</td> <td>1 00</td>	Initial Bse:	43	1 00	1 00	41	270	46	1 00	054	3/	1 00	1 00	1 00
PHF Adj: 1.00 0	User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Phi Volume: 43 169 30 41 270 46 28 634 37 64 709 37 Reduct Vol: 0 <td>PHE Adj:</td> <td>1.00</td>	PHE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Reduced Vol: 43 169 30 41 270 46 28 654 37 64 709 37 PCE Adj: 1.00	PHF VOLUME:	43	109	30	41	270	40	20	004	57	04	109	57
PCE Adj: 1.00	Reduced Vol:	13	169	30	41	270	46	28	654	27	64	709	27
MLF Adj: 1.00	PCF Adi.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
FinalVolume: 43 169 30 41 270 46 28 654 37 64 709 37	MLF Adi	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Saturation Flow Module: Saturation Flow Module: Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700	FinalVolume:	43	169		41	270	46	28	654	37	64	709	37
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Adjustment: 1.00 <td>Sat/Lane:</td> <td>1700</td>	Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Lanes: 0.18 0.70 0.12 0.11 0.76 0.13 1.00 2.00 1.00 1.00 2.00 1.00 Final Sat.: 302 1187 211 195 1286 219 1700 3400 1700 1700 3400 1700 	Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.: 302 1187 211 195 1286 219 1700 3400 1700 1700 3400 1700	Lanes:	0.18	0.70	0.12	0.11	0.76	0.13	1.00	2.00	1.00	1.00	2.00	1.00
	Final Sat.:	302	1187	211	195	1286	219	1700	3400	1700	1700	3400	1700
Capacity Analysis Module: Vol/Sat: 0.03 0.14 0.14 0.02 0.21 0.21 0.02 0.19 0.02 0.04 0.21 0.02 Crit Moves: **** **** **** **** ****													
Vol/Sat: 0.03 0.14 0.14 0.02 0.21 0.02 0.19 0.02 0.04 0.21 0.02 Crit Moves: **** **** **** ***** **** **** ***** **** **** ****	Capacity Anal	lysis	Modul	Le:									
URIT MOVES: **** *******************************	Vol/Sat:	0.03	0.14	0.14	0.02	0.21	0.21	0.02	0.19	0.02	0.04	0.21	0.02
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AM Future w/	Proje	ect A	lt F W	ed Nov	9, 2	011 16:	:11:00				Page	4-1
ICU		s as	Level (Cycle I	Of Ser Length	vice %) M	Computa ethod	ation (Base)	 Repor Volum	t Alter	rnativ	 e)	
*****	*****	****	*****	*****	*****	******	*****	* * * * *	******	*****	*****	******
Intersection ********	#3 E3	l Mol ****	ino/Gr	een [6 *****	80 E ****	Colorad ******	do Blv *****	d] ****	* * * * * * *	*****	*****	******
Cycle (sec):		1	00			Critic	cal Vo	l./Ca	p.(X):		0.	457
Loss Time (s	ec):		10			Avera	ge Del	ay (s	ec/veh)	:	XXX	xxx
Optimal Cycl	e:		31			Level	Of Se	rvice	:			A
*******	* * * * * *	****	* * * * * * *	*****	* * * * *	*****	*****	* * * * *	* * * * * * *	*****	****	******
Street Name:			El Mol:	ino Av	е				Gree	en St		
Approach:	Noi	th B	ound	So	uth B	ound	E	ast B	ound	We	est Bo	ound
Movement:	L -	- T	- R	L	- т	- R	L ·	- T	- R	L -	- T	- R
Control					Downi	 ++ 0 d		Downi	 ++ o d			++ 0 d
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Rights:	0	TUCT	ude	0	TUCT	ude	0	Incl	ude	0	TUCT	ude
MIN. Green:	1 0	1 0	4 0	4 0	4 0	1 0	4 0	4 0	4 0	1 0	1 0	4 0
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Base Vol:	e.nn 1 0	236	67	80	207	0	74	565	33	Ω	0	0
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse	1.00	236	67	80	207	1.00	74	565	33	1.00	0	1.00
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	236	67	80	207	0	74	565	33	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	236	67	80	207	0	74	565	33	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	236	67	80	207	0	74	565	33	0	0	0
Saturation F	low Mc	dule	:									
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.78	0.22	0.28	0.72	0.00	0.33	2.52	0.15	0.00	0.00	0.00
Final Sat.:	. 0	1324	376	. 474	1226	0	. 562	4288	250	. 0	0	· 0
Conscitu Anal	l	Modul										
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Crit Movee.	0.00	****	0.10	****	0.17	0.00	0.04	****	0.10	0.00	0.00	0.00
**************************************	*****	****	******	*****	*****	******	*****	*****	******	*****	****	******

Page 1-1

PM Future w/ Project Alt F Tue Oct 25, 2011 09:40:59 _____

	Scenario Report
Scenario:	PM Future w/ Project Alt F
Command:	Default Command
Volume:	PM Future w/ Project Alt F
Geometry:	Existing Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

PM Future w/ Project Alt F Tue Oct 25, 2011 09:40:59 Page 2-1 _____ Level Of Service Computation Report ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative) Intersection #1 El Molino Ave/Union [680 E Colorado] Cycle (sec): Critical Vol./Cap.(X): 100 0.540 Loss Time (sec): 10 Optimal Cycle: 36 Average Delay (sec/veh): XXXXXX Level Of Service: A Street Name: El Molino Ave Union St Approach: North Bound South Bound Base Source Movement: L - T - R L - T - R L - T - R _____|
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PM Future w/ Project Alt F Tue Oct 25, 2011 09:40:59

			Level (Of Ser	vice	 Computa	tion	Repor	 t				
ICU 2	l(Los	s as	Cycle I	Length	웅) M	ethod (Base '	Volum	e Alter	native)		
*****	***************************************												
Intersection	#2 E.	l Mol *****	ino Ave	e/Colo:	rado *****	Blvd [6 ******	80 E (Color *****	ado Blv ******	d] *****	****	******	
Cvcle (sec):		1	00			Critic	al Vo	l./Ca	p.(X):		0.8	310	
Loss Time (se	ec):	-	10			Averag	e Del	av (s	ec/veh)	:	XXXX	XXX	
Optimal Cycle	э:		69			Level	Of Se	rvice	:			D	
**********	*****	****	******	*****	****	******	*****	****	******	*****	****	******	
Street Name:			El Moli	lno Av	e				Colorad	o Blvd			
Approach:	No:	rth B	ound	So	uth B	ound	E	ast B	ound	We	st Bo	ound	
Movement:	L ·	- T	- R	L ·	- T	- R	L ·	- Т	- R	L -	Т	R	
Control:		Permi	tted]	Permi	tted		Permi	tted	 P	ermit	ted	
Rights:		Incl	ude		Incl	ude		Incl	ude	-	Inclu	ide	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0 () 1!	0 0	0 () 1!	0 0	1 (2	0 1	1 0	2	0 1	
Volume Module	e:PM 1	Peak											
Base Vol:	43	332	68	72	270	34	103	1181	48	55	1178	57	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	43	332	68	72	270	34	103	1181	48	55	1178	57	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	43	332	68	72	270	34	103	1181	48	55	1178	57	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	43	332	68	72	270	34	103	1181	48	55	1178	57	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	43	332	68	, 72	270	34	103	1181	48	. 55	1178	57	
											*** **** **** ***		
Saturation Fi	.OW MC	aute	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	
Sat/Lane:	1/00	1 00	1 00	1 00	1/00	1 00	1/00	1/00	1 00	1 00	1 00	1 00	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2 00	1.00	
Lanes:	165	1274	261	326	1221	154	1700	2.00	1700	1700	2,00	1700	
rinal Sat.:	100	12/4	201	320		1.54	1	5400	1700	1	5400 		
Capacity Anal	vsis	Modu		1		1	1		1	ł		1	
Vol/Sat:	0.03	0.26	0.26	0.04	0.22	0.22	0.06	0.35	0.03	0.03	0.35	0.03	
Crit Moves:		****	0.20	****		0.00	****		0.00	2.00	****		
*****	*****	****	******	*****	****	******	*****	*****	******	*****	*****	******	

PM Future w/	Proje	ct A	lt F T	ue Oct	25,	2011 09	9:40:5	9			Page	4-1
ICU **********	 1 (Loss *****	as ****	Level (Cycle 2 ******	Of Ser Length	 vice %) M *****	Computa ethod	ation 1 (Base 1	Repor Volum ****	 t e Alten ******			****
Intersection *****	#3 El *****	Mol ****	ino/Gr	een [6 *****	80 E *****	Colorac ******	io Blv	d] *****	* * * * * * *	*****	* * * * * *	******
Cycle (sec): Loss Time (s Optimal Cycl	ec): e: *****	1	00 10 41 ******	* * * * * *	* * * * *	Critic Averac Level	cal Vo ge Dela Of Se	l./Ca ay (s rvice *****	p.(X): ec/veh) : *******	*****	0.0 xxxx	614 xxx `B ******
Street Name: Approach: Movement:	Nor L -	th Bo T	El Mol: ound - R	ino Av So L	e uth B - T	ound - R	Ea L -	ast B - T	Gree ound - R	en St We L	est Bo - T	ound - R
Control: Rights:	 P	ermi Incl	tted ude		Permi Incl	 tted ude		Permi Incl	 tted ude		Permit Inclu	 tted ude
Min. Green: Y+R: Lanes:	0 4.0 0 0	0 4.0 0	0 4.0 1 0	0 4.0 0	0 4.0 1 0	0 4.0 0 0	0 4.0 0 :	0 4.0 1 1	0 4.0 1 0	0 4.0 0 (0 4.0 0 0	0 4.0 0 0
Volume Module	 e:PM P	eak										
Base Vol: Growth Adj: Initial Bse: User Adj: PHF Adj: PHF Volume: Reduct Vol: Reduced Vol: PCE Adj: MLF Adj:	0 1.00 0 1.00 0 0 0 1.00 1.00	287 1.00 287 1.00 287 0 287 1.00 1.00	$50 \\ 1.00 \\ 50 \\ 1.00 \\ 1.00 \\ 50 \\ 50 \\ 1.00 \\ 1$	107 1.00 107 1.00 1.00 107 1.00 1.00	340 1.00 340 1.00 340 0 340 1.00 1.00	0 1.00 1.00 1.00 0 0 1.00 1.00	74 1.00 74 1.00 1.00 74 0 74 1.00 1.00	1140 1.00 1140 1.00 1140 1140 1140 1.00	75 1.00 75 1.00 1.00 75 0 75 1.00 1.00	0 1.00 0 1.00 0 0 0 1.00 1.00	0 1.00 1.00 1.00 0 0 1.00 1.00	0 1.00 0 1.00 0 0 0 1.00 1.00
FinalVolume:	0 	287	50 	107	340	0 		1140		0		0
Saturation F Sat/Lane: Adjustment: Lanes: Final Sat.:	1700 1.00 0.00 0	1700 1.00 0.85 1448	1700 1.00 0.15 252	1700 1.00 0.24 407	1700 1.00 0.76 1293	1700 1.00 0.00 0	1700 1.00 0.17 293	1700 1.00 2.66 4510	1700 1.00 0.17 297	1700 1.00 0.00 0	1700 1.00 0.00 0	1700 1.00 0.00 0
Capacity Anal Vol/Sat: Crit Moves: *************	Lysis 1 0.00	Modu] 0.20 ****	le: 0.20	0.06	0.26	0.00	' 0.04 *****	0.25	0.25	0.00 *****	0.00	0.00

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AM Fut w/ Proj w/ mit Alt FWed Nov 9, 2011 16:04:08

Scenario ReportScenario:AM Fut w/ Proj w/ mit Alt FCommand:Default CommandVolume:AM Fut w/ Proj w/ mit Alt FGeometry:GeometryImpact Fee:Default Impact FeeTrip Generation:Default Trip GenerationTrip Distribution:Default Trip DistributionPaths:Default PathRoutes:Default RouteConfiguration:Default Configuration

AM Fut w/ Proj w/ mit Alt FWed Nov 9, 2011 16:04:08

AM Fut w/ Pr	oj w/	mit .	Alt FWe	ed Nov	9, 2	011 16:	04:08				Page	3-1
тсп	1 (1.05	5 25 1	Level (Cvcle 1	Di Ser Cenath	vice %) M	Computa ethod (Base	Repor	t o Altor	nativ	e)	
*********	*****	*****	******	******	*****	******	*****	*****	******	*****	~) *****	*****
Intersection ********	#2 E ****	1 Mol	ino Ave	e/Colo *****	rado 1 *****	Blvd [6 ******	80 E ****	Color ****	ado Blv ******	rd] *****	****	* * * * * *
Cycle (sec):		1	00			Critic	al Vo	1./Ca	p.(X):		0.	531
Loss Time (s	ec):		10			Averag	e Del	ay (s	ec/veh)	:	XXX	XXX
Optimal Cycl	e:		35			Level	Of Se	rvice	:			A
*******	*****	*****	******	*****	*****	* * * * * * *	****	*****	******	*****	*****	*****
Street Name:]	El Moli	ino Av	е			1	Colorad	lo Blv	t	
Approach:	NO	rth Bo	ound	So	uth B	ound	E	ast B	ound	- W	est_B	ound
Movement:	L	- T	- R	L	- T	- R	L ,	- T	- R	L ·	- T	- R
Control		Dormid	 ++ od		Dormi	 ++ od		Dormi	 ++ od		Dormi	 ++od
Pichte:		Thel	ide		Thel	udo		Incl	ude		Incl	ude
Min Green.	0	THCT(10e 0	Ω	11101	n n	0	1101	0 0	0	11101	uue C
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	1 0	0	0 0	1 0	1	0 2	0 1	1 0	2	0 1
Volume Module	e:AM	Peak										
Base Vol:	0	212	30	0	281	46	28	685	37	64	709	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	212	30	0	281	46	28	685	37	64	709	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	212	30	0	281	46	28	685	37	64	709	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1 00	212	30	1 00	281	46	28	685	3/	1 00	109	1 00
PCE Adj: MIE Add:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj: FinalVolumo:	1.00	1.00 212	1.00	1.00	201	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	I	~~~~-	1	1			1		1			
Saturation F	low M	odule:	۱ :	1		l				i.		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.88	0.12	0.00	0.86	0.14	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1489	211	0	1461	239	1700	3400	1700	1700	3400	1700
Capacity Anal	lysis	Modul	.e:			[
Vol/Sat:	0.00	0.14	0.14	0.00	0.19	0.19	0.02	0.20	0.02	0.04	0.21	0.02
Crit Moves:	****				****			****		****		

AM Fut w/ Pro	oj w∕	mit .	Alt FW	ed Nov	9, 2	011 16:	04:08				Page	4-1
			Level ()f Ser	vice	Computa	tion	Repor				
ICU 2	l (Los *****	s as *****	Cycle 1	Length *****	8) M *****	ethod ((Base `	Volum *****	e Alter ******	native	∋) *****	* * * * * * *
Intersection ****	#3 E	l Mol *****	ino/Gre	een [6	80 E *****	Colorac ******	lo Blv(d] *****	* * * * * * *	*****	****	* * * * * * *
Cycle (sec): Loss Time (se Optimal Cycle	ec): e: *****	1	00 10 31 ******	*****	****	Critic Averac Level	cal Vo ge Dela Of Se	l./Ca ay (s rvice *****	p.(X): ec/veh) : *******	:	0.4 xxx:	463 xxx A ******
Street Name: Approach: Movement:	NO: T.	rth Be	El Moli ound	ino Av Soi	e uth B - T	ound	Ea T.	ast Bo	Gree ound - R	en St We	est Bo - T	ound
Control:		 Permi	tted	یں 	 Permi	 tted]	 Permi	 ttèd	 I	 Permi	 tted
Rights: Min. Green:	0	Incl 0	ude 0	0	Incl 0	ude 0	0	Incl 0	ude 0	0	Inclu 0	ude 0
Y+R: Lanes:	4.0 0 (4.0 0 0	4.0 1 0	4.0	4.0 1 0	4.0 0 0	4.0	4.0 1 1	4.0 1 0	4.0	4.0) 0	4.0 0 0
Volume Module	. AM	Peak	~~~		0.07						0	
Base Vol: Growth Adj: Initial Bse: User Adj: PHF Adj: PHF Volume:	1.00 0 1.00 1.00	236 1.00 236 1.00 1.00 236	1.00 67 1.00 1.00 67	90 1.00 90 1.00 1.00 90	1.00 207 1.00 1.00 207	1.00 0 1.00 1.00	1.00 74 1.00 1.00 74	565 1.00 565 1.00 1.00 565	33 1.00 33 1.00 1.00 33	1.00 0 1.00 1.00	1.00 0 1.00 1.00	1.00 0 1.00 1.00 0
Reduct Vol: Reduced Vol: PCE Adj: MLF Adj: FinalVolume:	0 0 1.00 1.00 0	0 236 1.00 1.00 236	0 67 1.00 1.00 67	0 90 1.00 1.00 90	0 207 1.00 1.00 207	0 0 1.00 1.00 0	0 74 1.00 1.00 74	0 565 1.00 1.00 565	0 33 1.00 1.00 33	0 0 1.00 1.00 0	0 0 1.00 1.00 0	0 0 1.00 1.00 0
Saturation Fl	.ow Mo	odule	 :									
Sat/Lane: Adjustment: Lanes: Final Sat.:	1700 1.00 0.00 0	1700 1.00 0.78 1324	1700 1.00 0.22 376	1700 1.00 0.30 515	1700 1.00 0.70 1185	1700 1.00 0.00 0	1700 1.00 0.33 562	1700 1.00 2.52 4288	1700 1.00 0.15 250	1700 1.00 0.00 0	1700 1.00 0.00 0	1700 1.00 0.00 0
Capacity Anal Vol/Sat: Crit Moves:	ysis 0.00	Modul 0.18 ****	Le: 0.18	0.05	0.17	0.00	0.04	0.13	0.13	0.00	0.00	0.00

PM Fut w/ Proj w/ mit Alt FWed Nov 9, 2011 16:05:10 ______

Page 1-1

Scenario:	Scenario Report PM Fut w/ Proj w/ mit Alt F
Command:	Default Command
Volume:	PM Fut w/ Proj w/ mit Alt F
Geometry:	Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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PM Fut w/ Proj w/ mit Alt FWed Nov 9, 2011 16:05:10 Page 2-1										2-1	
ICU 1	l(Loss as	Level (Cycle I)f Serv Length	vice (%) M	Computa ethod (tion 1 Base	Report	 t e Alter	native	 2) +++++	******
Intersection	#1 El Mol	ino Ave	e/Unior	1 [68	0 E Col	orado] *****	* * * * * * *	*****	*****	******
Cycle (sec): Loss Time (se Optimal Cycle	1 ec): e: *********	00 10 36 ******	*****	****	Critic Averaç Level	al Vol pe Dela Of Se	l./Cap ay (se rvice: *****	p.(X): ec/veh) : ******	*****	0.3 xxx:	543 xxx A ******
Street Name: Approach: Movement:	North B L - T	El Moli ound - R	no Ave Sou L -	e ith Bo T	ound - R	Ea L -	ast Bo - T	Unic ound - R	on St We L -	est Bo - T	ound - R
Control: Rights: Min. Green: Y+R: Lanes:	Permi Incl 0 0 4.0 4.0 0 1 0	tted ude 4.0 0 0	0 4.0 0 C	Permit Inclu 0 4.0 0	tted ude 4.0 1 0	0 4.0 0.0	Permit Inclu 0 4.0 0 0	tted 1de 0 4.0 0 0	0 4.0 0 1	Permit Inclu 0 4.0	tted ude 4.0 1 0
Volume Module Base Vol: Growth Adj: Initial Bse: User Adj: PHF Adj: PHF Volume: Reduct Vol: Reduced Vol: PCE Adj: FinalVolume: 	e: PM Peak 171 287 1.00 1.00 171 287 1.00 1.00 1.00 1.00 171 287 0 0 171 287 1.00 1.00 1.00 1.00 1.00 1.00 171 287 	0 1.00 0 1.00 0 0 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0 0 1.00 0 0 0 0 0 0 0 0 0 0 0 0	0 1.00 0 1.00 0 0 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	245 1.00 245 1.00 245 0 245 1.00 1.00 245 	92 1.00 92 1.00 1.00 92 0 92 1.00 1.00 92 	0 1.00 0 1.00 1.00 0 0 1.00 1.00 1.00 1	0 1.00 0 1.00 0 0 1.00 1.00 1.00 1.00 1	0 1.00 0 1.00 0 0 1.00 1.00 1.00 1.00 1.00 1.00 0 1.00 1.00 1.00 1.00 1.00 0 0 1.00 0 0 0 0 0 0 0 0 0 0 0 0	68 1.00 68 1.00 1.00 68 1.00 1.00 68 1.00 1.00 68	852 1.00 852 1.00 1.00 852 1.00 1.00 852 1.00 1.00 852	63 1.00 63 1.00 1.00 63 0 63 1.00 1.00 63 1700
Adjustment: Lanes: Final Sat.:	1.00 1.00 0.37 0.63 635 1065	1.00 0.00 0	1.00 0.00 0	1.00 0.73 1236	1.00 0.27 464	1.00 0.00 0	1.00 0.00 0	1.00 0.00 0	1.00 0.28 470	1.00 3.47 5894	1.00 0.25 436
 Capacity Anal Vol/Sat: Crit Moves:	ysis Modul 0.10 0.27 ****	Le: 0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.04	0.14	0.14

PM Fut w/ Pr	oj w/	mit	Alt FW	ed Nov	9, 2	011 16:	05:10				Page	3-1
			Level (Of Ser	vice	Computa	ation 1	Repor	t			
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)												
Intersection	#2 E	1 Mol	ino Ave	>/Colo	radol	Blvd [580 E (Color	ado Blv	dl		
*********	*****	*****	******	******	*****	******	*****	*****	******	*****	* * * * *	******
Cycle (sec): Loss Time (sec) Optimal Cycle	* * * * * *	* * * * *	*****	0.768 xxxxxx C ************								
Street Name:			El Mol:	ino Av	e			(Colorad	o Blvo	t	
Approach:	North Bound			South Bound			E	ound	We	West Bound		
Movement:	ovement: L - T - R		- R	L	- т	- R	L ·	- T	L – T – R			
Control:		Permi	tted	Permitted]	Permi	tted	Permitted		
Rights:	Include			Include				Incl	ude	Include		
Min. Green:	0	0	0	0	0	0	0	0	0	• 0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	. 0 .	0 0	ΙU	0	J U	1 0	1) 2	0 I	1) 2	
Volume Module: PM Peak												
Base Vol:	0	375	68	0	306	34	103	1217	48	55	1178	57
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	375	68	0	306	34	103	1217	48	55	1178	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	375	68	0	306	34	103	1217	48	55	1178	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	375	68	0	306	34	103	1217	48	55	1178	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1170	1.00
Finalvolume:	.0	375	60 		306		103	121/	40	55	TT 10	1
Saturation F	low Mo	ndule	•	1			1		1			1
Sat/Lane:	1700	1700	. 1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adiustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.85	0.15	0.00	0.90	0.10	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1439	261	0	1530	170	1700	3400	1700	1700	3400	1700
Capacity Anal	Lysis	Modu.	le:				0 0 0	0 0 0	0 00	0 00	0 05	0 00
Vol/Sat:	0.00	0.26	0.26	0.00	0.20	0.20	0.06	0.36	0.03	0.03	0.35	0.03
UTIT MOVES:	*****	*****	******	*****	*****	*****	*****	*****	******	* * * * * *	*****	******

PM Fut w/ Pr	oj w/ 	mit .	Alt FW	ed Nov	9, 2	011 16:	:05:10				Page	4-1	
ICU ***********	 1 (Loss *****	as ****	Level (Cycle 1 ******	Of Ser Length	 vice %) M *****	Computa ethod	ation (Base *****	 Repor Volum *****	 t e Alte: ******		 e) ****	****	
Intersection *****	#3 El	_ Mol	ino/Gre	een [6	80 E *****	Colorac ******	10 Blv	d] ****	* * * * * * *	*****	*****	* * * * * * *	
Cycle (sec): Loss Time (s Optimal Cycl	* * * * *	Critic Averac Level	*****	0.635 xxxxxx B ******									
Street Name: El Molino Ave								en St					
Approach:	proach: North Bound				South Bound			ast B	ound	We	West Bound		
Movement:	L -	· T	- R	L	- T	- R	L ·	- T	- R	L ·	- T	- R	
Control: Bights:	Permitted Tuclude				Permitted Include			Permi	tted ude]]	Permitted		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0 0	0	1 0	0	1 0	0 0	0	1 1	1 0	0 (0 (0 0	
Volume Modul	e:PM P	eak											
Base Vol:	0	287	50	143	340	0	74	1140	75	0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	287	50	143	340	0	1 0 0	1140	75	1 00	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	T.00	140	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHE VOLUME:	0	207	50	143	340	0	/4	1140	15	0	0	0	
Reduct VOL:	0	207	50	1/3	340	0	74	1140	75	0	0	0	
PCE Adi.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	
MLF Adi	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	
FinalVolume:	1.00	287	50	143	340	1.00	74	1140	75	1.00	1.00	1.00	
Saturation FI	Low Mo	dule					•						
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	0.85	0.15	0.30	0.70	0.00	0.17	2.66	0.17	0.00	0.00	0.00	
Final Sat.:	0	1448	252	503	1197	0	293	4510	297	0	0	0	
Capacity Anal	lysis	Modu]	Le:										
Vol/Sat:	0.00	0.20	0.20	0.08	0.28	0.00	0.04	0.25	0.25	0.00	0.00	0.00	
Crit Moves:	*****	****	******	****	******	******	*****	****	******	*****	*****	*****	