

Paseo Colorado Redevelopment Project

Initial Study/Mitigated Negative Declaration

Appendix H Traffic Report

**MEMORANDUM - CITY OF PASADENA
DEPARTMENT OF TRANSPORTATION**

DATE: June 26, 2014

TO: Kelvin Parker, Zoning Administrator
Planning and Development Department

FROM: Mike Bagheri *NB*
Transportation Planning and Development Manager

RE: Traffic Impact Study- Acceptance Letter

CASE: Paseo Colorado Redevelopment Project (280 East Colorado Blvd)

The Department of Transportation has reviewed and accepted a Transportation Assessment/ Traffic Impact Study prepared by Raju Associates, Inc. for the proposed redevelopment of the Paseo Colorado Center at 280 East Colorado Boulevard.

The proposed uses at the Center would consist of the following:

- 179 room hotel with accessory retail and restaurant
- 253,803 sq ft retail
- 87,835 sf fine/casual restaurant
- 10,013 sf outdoor dining
- 12,197 fast food restaurant
- 2,746 seat Cineplex
- 24,559 sf health club
- 487 residential dwelling units

The study found that the proposed redevelopment would not cause any significant traffic impacts at studied locations.

I. TRAFFIC IMPACT STUDY DISCUSSION AND FINDINGS

Trip Generation

The project will generate approximately 2,867 net daily trips with 108 net trips in the AM peak hour and 215 net trips in the PM peak hour.

Study Locations – Intersections

- Fair Oaks Avenue at Maple Street
- Fair Oaks Avenue at Corson Street
- Fair Oaks Avenue at Walnut Street
- Arroyo Parkway at Colorado Boulevard
- Arroyo Parkway at Green Street
- Arroyo Parkway at Cordova Street

- Arroyo Parkway at Del Mar Boulevard
- Arroyo Parkway at California Boulevard
- Marengo Avenue at Maple Street
- Marengo Avenue at Corson Street
- Marengo Avenue at Walnut Street
- Marengo Avenue at Union Street
- Marengo Avenue at Colorado Boulevard
- Marengo Avenue at Green Street
- Marengo Avenue at Cordova Street
- Marengo Avenue at Del Mar Boulevard
- Marengo Avenue at California Boulevard
- Garfield Avenue at Colorado Boulevard
- Garfield Avenue at Green Street
- Euclid Avenue at Colorado Boulevard
- Euclid Avenue at Green Street
- Los Robles Avenue at Maple Street
- Los Robles Avenue at Corson Street
- Los Robles Avenue at Walnut Street
- Los Robles Avenue at Union Street
- Los Robles Avenue at Colorado Boulevard
- Los Robles Avenue at Green Street
- Los Robles Avenue at Cordova Street
- Los Robles Avenue at Del Mar Boulevard
- Los Robles Avenue at California Boulevard
- El Molino Avenue at Maple Street
- El Molino Avenue at Corson Street
- El Molino Avenue at Walnut Street
- El Molino Avenue at Colorado Boulevard
- Lake Avenue at Maple Street
- Lake Avenue at Corson Street
- Lake Avenue at Walnut Street
- Lake Avenue at Colorado Boulevard
- Lake Avenue at Del Mar Boulevard
- Lake Avenue at California Boulevard

Study Locations – Street Segments

- Marengo Avenue between Corson Street and Walnut Street
- Marengo Avenue between Walnut Street and Holly Street
- Marengo Avenue between Cordova Street and Del Mar Boulevard
- Marengo Avenue between Del Mar Boulevard and California Boulevard
- Euclid Avenue between Corson Street and Walnut Street
- Euclid Avenue between Cordova Street and Del Mar Boulevard
- Los Robles Avenue between Walnut Street and Union Street
- Los Robles Avenue between Colorado Boulevard and Green Street
- Los Robles Avenue between Cordova Street and Del Mar Boulevard
- Los Robles Avenue between Del Mar Boulevard and California Boulevard

- El Molino Avenue between Walnut Street and Union Street
- El Molino Avenue between Del Mar Boulevard and California Boulevard
- Walnut Street between Raymond Avenue and Marengo Avenue
- Union Street between Garfield Avenue and Euclid Avenue
- Union Street between Oak Knoll Avenue and Hudson Avenue
- Colorado Boulevard between Arroyo Parkway and Marengo Avenue
- Colorado Boulevard between Marengo Avenue and Garfield Avenue
- Colorado Boulevard between Euclid Avenue and Los Robles Avenue
- Colorado Boulevard between Los Robles Avenue and Oakland Avenue
- Green Street between Arroyo Parkway and Marengo Avenue
- Green Street between Marengo Avenue and Euclid Avenue
- Green Street between Euclid Avenue and Los Robles Avenue
- Green Street between Los Robles Avenue and Oakland Avenue
- Green Street between Oakland Avenue and Madison Avenue
- Cordova Street between Los Robles Avenue and Oakland Avenue

Study Findings and Significant Project-Related Traffic Impacts

None of the 40 study intersections or 25 study street segments would be significantly impacted by the project related traffic.

Pedestrian Environmental Quality Index (PEQI)/ Bicycle Environmental Quality Index (BEQI) discussion

An observational survey of alternative modes of transportation was conducted along the roadway segments adjacent to the project site to document existing pedestrian, bicycle facility, and street quality conditions. The scores are described as follows:

Score	Description
20 and below	Poor quality, pedestrian/bicycle conditions absent
21-40	Low quality, minimal pedestrian/bicycle conditions
41-60	Average quality, pedestrian/bicycle conditions present but room for improvement
61-80	High quality, some important pedestrian/bicycle conditions present
81-100	Highest quality, many important pedestrian/bicycle conditions present

The results are:

Segment	PEQI Score	BEQI Score
Marengo Avenue between Union Street and Colorado Boulevard - Northbound - Southbound	44 – Average Quality 43 – Average Quality	29 – Low Quality 29 – Low Quality
Marengo Avenue between Colorado Boulevard and Green Street - Northbound - Southbound	50 – Average Quality 48 – Average Quality	28 – Low Quality 28 – Low Quality
Marengo Avenue between Green Street and Cordova Street - Northbound - Southbound	48 – Average Quality 48 – Average Quality	30 – Low Quality 25 – Low Quality
Los Robles Avenue between Union Street and Colorado Boulevard - Northbound - Southbound	51 – Average Quality 58 – Average Quality	34 – Low Quality 33 – Low Quality
Los Robles Avenue between Colorado Boulevard and Green Street - Northbound - Southbound	42 – Average Quality 52 – Average Quality	31 – Low Quality 37 – Low Quality
Los Robles Avenue between Green Street and Cordova Street - Northbound - Southbound	46 – Average Quality 43 – Average Quality	24 – Low Quality 23 – Low Quality
Colorado Boulevard between Marengo Avenue and Garfield Avenue - Westbound - Eastbound	65 – High Quality 63 – High Quality	27 – Low Quality 33 – Low Quality

Segment (cont)	PEQI Score	BEQI Score
Colorado Boulevard between Garfield Avenue and Euclid Avenue - Westbound - Eastbound	66 – High Quality 67 – High Quality	27 – Low Quality 35 – Low Quality
Colorado Boulevard between Euclid Avenue and Los Robles Avenue - Westbound - Eastbound	65 – High Quality 65 – High Quality	27 – Low Quality 35 – Low Quality
Green Street between Marengo Avenue and Paseo Colorado Driveway - North side - South side	50 – Average Quality 54 – Average Quality	29 – Low Quality 36 – Low Quality
Green Street between Paseo Colorado Driveway and Euclid Avenue - North side - South side	46 – Average Quality 56 – Average Quality	24 – Low Quality 27 – Low Quality
Green Street between Euclid Avenue and Los Robles Avenue - North side - South side	48 – Average Quality 45 – Average Quality	25 – Low Quality 27 – Low Quality

II. CONDITIONS OF PROJECT APPROVAL

Pursuant to the City’s Traffic Impact Study guidelines, DOT recommends the following for this project:

1. The project shall pay the corresponding Traffic Reduction and Transportation Improvement Fee (TR-TIF) for the project at the time of building permit issuance. Total payment would be based on the final scope at the time of project approval. The payment shall be made at Window #8 in the Permit Center located at 175 N Garfield Ave, Pasadena CA 91109.

2. To improve the quality of pedestrian environment on west side of Los Robles Avenue between Colorado Boulevard and Green Street, a uniform 15-foot wide sidewalk shall be provided along the project frontage. Encouraging walking in Pasadena is consistent with city's policies requiring a more comfortable convenient walk in existing or forecasted high activity pedestrian areas. It should be noted that street furniture and tree planter could take as high as 5 feet of sidewalk width. The minimum 10-foot sidewalk width suggested in the Central District Specific Plan is not adequate to further activate the pedestrian environment around the project site.
3. To improve the quality of bicycling around the project, the developer shall pay for the purchase and installation, of bicycle racks in the vicinity of the project at the time of building permit issuance.

Initial Deposit: \$1,000*

The estimated cost is subject to partial refund or additional billing. Payment should be made at DOT offices located at 221 East Walnut Street, Suite 210 Pasadena, CA 91101.

4. All existing bus zones shall be maintained.
5. The City may require that the bus zone(s) be extended or reoriented
6. Tree wells, street lights, fire hydrants and other items may not be placed in the public right of way within bus zone(s) without prior approval from the Department of Transportation.
7. The project is subject to the City's Transportation Demand Management (TDM)/ Trip Reduction Ordinance (TRO) requirements. The purpose of the trip reduction requirement is to reduce the demand for automobile commute trips by ensuring that the design of major nonresidential developments projects accommodates facilities for alternative modes of transportation. A TDM plan shall be completed to address the project's programs to promote alternative modes of transportation **prior to the issuance of the first permit for construction and shall meet the following requirements:**
 - a. Carpool and Vanpool Parking. A minimum of 10% of the employee parking spaces shall be reserved for and designated as preferential parking for carpool and vanpool vehicles. Such parking area shall be in a location more convenient to the place of employment than parking spaces for single occupant vehicles, and shall be located as close as practical to the employees' entrances.
 - b. Bicycle Parking. Bicycle parking shall be provided on-site in compliance with Section 17.46.320 (Bicycle Parking Standards). In addition, the bicycle

parking shall be located near the employee entrance and shall be conveniently accessible from the external circulation system.

- c. Transportation Demand Management Program Plan. A Transportation Demand Management Program (“TDM”) Plan shall be submitted which complies with Chapter 10.64 of the Municipal Code (Transportation Management Program).

The owner/ developer shall place a **\$2,000* deposit** with the Department of Transportation prior to the issuance of the first permit for construction. This deposit is subject to a partial refund or additional billing in the event that the deposit amount is not sufficient to cover the cost of the review. The developer shall pay an annual Transportation Demand Management (TDM) status report review fee of **\$430.00*** in compliance with the requirements of the Trip Reduction Ordinance.

To minimize and prevent last minute building design changes, it is highly imperative that the applicant, prior to the commencement of building or parking layout design efforts, contact DOT for TRO/ TDM Plan requirements so that trip reduction considerations are designed and incorporated early into the building and parking layout plans to avoid any unnecessary time delays and potential costs associated with late design changes. Please contact Juliana Iturrizaga, Associate Engineer at (626) 744-7228 to arrange a pre-design meeting to finalize the TDM Plan requirements for the project.

* Based on the Current General Fee Schedule. Fees are subject to change.

8. Prior to the start of construction or the issuance of any permits, the applicant shall submit a Construction Staging & Traffic Management Plan to the Department of Public Works. This plan shall show the impact of the various construction stages on the public right-of-way including street occupations, closures, detours, staging areas, and routes of construction vehicles entering and exiting the construction site.
9. Project construction, pursuant to Section 9.36.070 of the Pasadena Municipal Code, must occur between the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday; and between 8:00 a.m. to 5:00 p.m. on Saturday. However, hours for construction traffic (delivery trucks or haul trucks) shall be restricted to the hours between 9:00 AM to 3:00 PM to limit peak hour traffic conflict along the local street network.
10. Construction staging shall not block any lanes of traffic along the project frontage.
11. To minimize on-street parking impacts, the City will not issue overnight parking permits to the future residents of this project. It is the responsibility of the property

owner to notify future residents of the unavailability of on-street overnight parking permits.

12. Code required parking for the residential component of the project must be segregated. This might require amending the current parking agreements for the site.
13. Design of the ramp leading to the subterranean parking garage must be coordinated with Department of Transportation Parking Division.
14. All loading spaces shall be designed and maintained so that the maneuvering, loading, or unloading of vehicles does not interfere with the orderly movement of traffic and pedestrians on any street.
15. Project's loading/unloading for both residential and commercial components shall be on-site. DOT will not install a loading zone for project use along the project frontage.
16. The developer shall satisfy the requirements from the Department of Planning regarding the number of vehicle and bicycle parking spaces needed for the project.


This study and conditions have been prepared based on the project scope provided to DOT. An update of the traffic study and its findings might be required if a significant change is made to the project scope, or if additional analysis is requested by the decision makers.

If you have any questions, please feel free to contact me at extension 7208.

Enclosed: Traffic Impact Study, dated June 2014

CC: Frederick C. Dock, Director of Transportation
David Sinclair, Planner, Planning Department
Charles Kindred, Parking Manager, DOT

MXB:clv



FINAL
TRAFFIC STUDY
FOR THE
PASEO COLORADO CENTER REDEVELOPMENT
PROJECT

Prepared for:
CITY OF PASADENA

JUNE 20, 2014

Submitted by:

 RAJU Associates, Inc.

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Prepared for:

CITY OF PASADENA

Prepared by:

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Ref: RA 420

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EXECUTIVE SUMMARY

A detailed traffic study was performed by Raju Associates, Inc. to assess the traffic impacts of the proposed Paseo Colorado Center Redevelopment Project located at 280 E. Colorado Boulevard within the City of Pasadena, California.

The Paseo Colorado Center is located on the south side of Colorado Boulevard between Marengo Avenue and Los Robles Avenue and is bounded by Marengo Avenue to the west, Los Robles Avenue to the east, Colorado Boulevard to the north, and Green Street to the south. The Center is open Monday through Saturday from 10 AM to 9 PM and Sunday 11 AM to 7 PM. Currently, the Center contains the following uses (in gross floor area unless indicated otherwise):

- Retail Use – 377,526 square feet of GLA (gross leasable area)
- Grocery Store – 38,118 square feet
- Fine/Casual Restaurant Use – 66,390 square feet
- Outdoor Dining - 5,913 square feet
- Fast-Food Restaurant Use – 13,127 square feet
- Cineplex – 2,746 seats that includes
 - Restaurant - 2,020 square feet (including 887 square feet of outdoor dining)
- Health Club – 24,559 square feet
- Residential – 387 dwelling units

The parking for the various uses within the Paseo Colorado Center is currently shared and provided at the following facilities or structures:

- The Paseo Colorado Center Subterranean Parking Structure located underneath the Paseo Colorado Center. There are 1,822 parking spaces (1,330 parking spaces for commercial use and 492 parking spaces for residential use) provided in this subterranean parking structure.
- The Marengo Parking Structure located at the northwest corner of Marengo Avenue and Green Street. This parking structure provides 714 parking spaces.
- The Los Robles Parking Structure located at the southwest corner of Los Robles Avenue and Green Street. This parking structure provides 519 parking spaces.

The Proposed Project consists of land use changes to the Center including demolition of a department store and other retail/fast-food restaurant uses, construction of 100 (multi-family) dwelling units and a 179-room hotel along with associated retail and restaurant space, and conversion of retail and supermarket uses. The Proposed uses at the Center would consist of the following uses (in gross floor area unless indicated otherwise):

- Hotel – 179 rooms
 - Accessory Retail – 5,744 square feet
 - Restaurant Seating Area – 2,700 square feet
- Retail Use – 253,803 square feet of GLA (gross leasable area)
- Fine/Casual Restaurant Use – 87,835 square feet
- Outdoor Dining – 10,013 square feet
- Fast-Food Restaurant – 12,197 square feet
- Cineplex – 2,746 seats that includes
 - Restaurant - 2,020 square feet (including 887 square feet of outdoor dining)
- Health Club – 24,559 square feet
- Residential – 487 dwelling units

The overall existing parking available for the Paseo Colorado Center is 3,055 parking spaces, 2,563 parking spaces for commercial use and 492 parking spaces reserved for residential use. As proposed, 18 parking spaces in the Paseo Colorado Center Subterranean Parking Structure would be lost due to the construction of a new parking access ramp off of Green Street, resulting in an overall future parking supply of 3,037 spaces. Of the 3,037 spaces, 2,385 spaces would be for commercial use and 652 spaces for residential use, after renovation of the Center.

Current and future traffic analyses at 40 intersections and 25 roadway segments within the City of Pasadena were performed during the course of this study. At these locations, traffic operations were studied prior to and after implementation of the Proposed Project, deficiencies and impacts identified, improvements and mitigation measures developed, their effectiveness determined and residual traffic impacts, if any, ascertained as part of this study. Pedestrian Environmental Quality Index (PEQI) and Bicycle Environmental Quality Index (BEQI) analyses were conducted along adjacent transportation system elements. Multimodal Level of Service (MMLoS) analysis was also conducted along adjacent multimodal corridors. A summary that highlights the key findings of this study is presented on the following page.

- A total of 40 intersections were analyzed within the study area for this project. These locations are within the area bounded by Maple Street on the north, California Boulevard on the south, Fair Oaks Avenue on the west and Lake Avenue on the east within the City of Pasadena.
- Currently, 39 of the 40 analyzed intersections are operating at LOS C or better during the morning peak hour. During the evening peak hour, 38 of the 40 study intersections are currently operating at LOS C or better.
- The Project includes proposed land use changes to the Center consisting of demolition of the Macy's building, construction of a 179-room hotel, 100 multi-family dwelling units and commercial uses, and conversion of existing uses.
- The Paseo Colorado Redevelopment Project (Proposed Project) is estimated to generate a net total of approximately 2,867 daily trips, of which 108 trips would occur during the morning peak hour and 215 trips would occur during the evening peak hour of a typical weekday. This scenario conservatively does not include any credit for the demolition of the Macy's Department Store. An evaluation of the Proposed Project scenario with trip credit for the demolition of the Macy's department store has also been conducted and the same included in the appendix of this report.
- In the Baseline (2013) conditions, i.e., existing conditions including traffic associated with the vacant retail uses, 39 of the 40 analyzed intersections are projected to operate at LOS C or better during the morning peak hour. During the evening peak hour, 38 of the 40 study intersections are projected to operate at LOS C or better.
- The Baseline (2013) Plus Project conditions analyses indicate that the Proposed Project would not cause significant traffic impacts at any of the analysis locations during the weekday morning and evening peak hours.
- In the Cumulative (Future Year 2016) without Project conditions, i.e., future conditions without the implementation of the Proposed Project, 39 of the 40 study intersections are projected to operate at LOS D or better during the morning peak hour. During the evening peak hour, 38 of the 40 study intersections are projected to operate at LOS D or better.
- The Cumulative (Future Year 2016) Plus Project conditions analyses indicate that the Proposed Project would not cause significant traffic impacts at any of the analysis locations during the weekday morning and evening peak hours.
- Roadway segment analysis performed at 25 roadway segments indicates that the addition of the Proposed Project would increase the daily traffic on 18 of the 25 analyzed roadway segments ranging from 0.5% to 2.1%, requiring staff review and conditions. The Proposed Project would increase the daily traffic on the remaining 7 analyzed roadway segments ranging from 2.5% to 3.8%, requiring soft measures. No significant impacts above 4.9% on street segments would occur due to the Proposed Project.

- The Proposed Project would add less than 50 trips to the nearest Congestion Management Program (CMP) monitoring intersection and would add less than 150 trips in either direction to the nearest CMP mainline freeway monitoring locations during both the weekday morning and evening peak hours. Per CMP guidelines, no further CMP analysis is required.
- PEQI analysis conducted along adjacent street elements indicates that the Marengo Avenue, Los Robles Avenue and Green Street analyzed segments have resulting PEQI scores of Average to High Quality Pedestrian walk-ability conditions in one or both directions. The evaluated intersections along these segments have resulting PEQI score of High to Highest Quality Pedestrian walk-ability conditions.
- BEQI analysis conducted along adjacent street elements indicates that the evaluated roadways have Low to Average Quality Bicycle conditions, while the evaluated intersections have Poor to Low Quality Bicycle conditions. It is important to note that none of the analyzed roadways include bike lanes, which is a key element in determining the BEQI score and consequently the quality of bicycle conditions. Incidentally, both the intersection and street segment analyses reflect poor to low quality bicycle conditions. The Bicycle Plan for the City also does not propose these roadway segments for bicycle lane provisions.
- The results of the MMLOS analysis indicates that the evaluated intersections along Marengo Avenue, Los Robles Avenue, Colorado Boulevard and Green Street are currently operating and are projected to continue to operate at an LOS D or better for the Pedestrian and Bicycle modes during both the morning and evening peak hours under existing conditions, baseline and future conditions with and without the Project.

The results of the MMLOS analysis indicates that the evaluated street segments along Marengo Avenue, Los Robles Avenue, Colorado Boulevard and Green Street are currently operating and are projected to continue to operate at an LOS D or better for the Transit, Bicycle and Pedestrian modes during both the morning and evening peak hours under existing conditions, baseline and future conditions with and without the Project.

It can be observed from the intersection and street segment analyses that the Proposed Project would not change or worsen the levels of service of the Transit, Bicycle or Pedestrian modes for baseline and cumulative future without project conditions.

- It can be concluded that the Proposed Redevelopment Project at Paseo Colorado would not result in significant impact at any of the analysis locations during peak hour and on a daily basis whether the project is analyzed with or without credit for the demolition of the Macy's building and construction of the proposed hotel and other uses.
- The access and circulation systems associated with the site were assessed. A review of the proposed site plan indicates that the access and circulation systems would function adequately.

I. INTRODUCTION

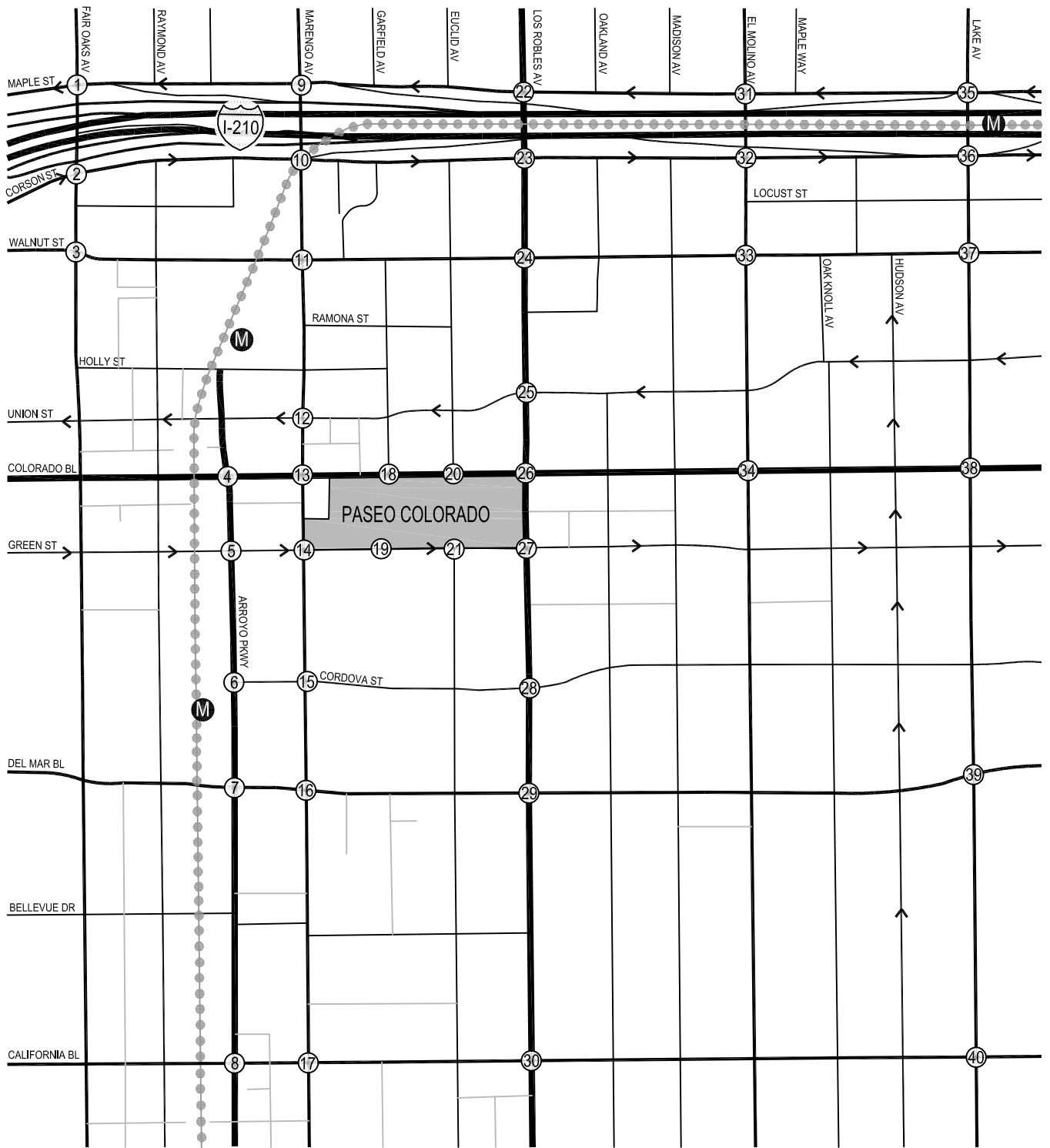
This report documents the assumptions, methodologies and findings of a study conducted by Raju Associates, Inc., to evaluate the potential traffic impacts of the proposed Paseo Colorado Center Redevelopment Project. The Center is located at 280 E. Colorado Boulevard in the City of Pasadena, California.

PROJECT DESCRIPTION

The Paseo Colorado Center is located on the south side of Colorado Boulevard between Marengo Avenue and Los Robles Avenue and is bounded by Marengo Avenue to the west, Los Robles Avenue to the east, Colorado Boulevard to the north, and Green Street to the south. Figure 1 illustrates the location of the Proposed Project in relation to the surrounding street system.

The Center is open Monday through Saturday from 10AM to 9PM and Sunday 11AM to 7PM. Currently, the Center contains the following uses (in gross floor area unless indicated otherwise):

- Retail Use – 377,526 square feet of GLA (gross leasable area)
- Grocery Store – 38,118 square feet
- Fine/Casual Restaurant Use – 66,390 square feet
- Outdoor Dining - 5,913 square feet
- Fast-Food Restaurant Use – 13,127 square feet
- Cineplex – 2,746 seats that includes
 - Restaurant - 2,020 square feet (including 887 square feet of outdoor dining)
- Health Club – 24,559 square feet
- Residential – 387 dwelling units



LEGEND:

- # - Analyzed Intersection
- M - Metro Gold Line Station
- - Project Site

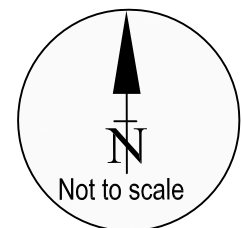


FIGURE 1
LOCATION OF PROJECT AND ANALYZED INTERSECTIONS

The parking for the various uses within the Paseo Colorado Center is currently shared and provided at three parking facilities or structures:

- The Paseo Colorado Center Subterranean Parking Structure located underneath the Paseo Colorado Center. There are 1,822 parking spaces (1,330 parking spaces for commercial use and 492 parking spaces for residential use) provided in this subterranean parking structure.
- The Marengo Parking Structure located at the northwest corner of Marengo Avenue and Green Street. This parking structure provides 714 parking spaces.
- The Los Robles Parking Structure located at the southwest corner of Los Robles Avenue and Green Street. This parking structure provides 519 parking spaces.

The Proposed Project consists of land use changes to the Center including demolition of a department store and other retail/fast-food restaurant uses, construction of 100 (multi-family) dwelling units and a 179-room hotel and retail/restaurant uses, and conversion of retail and supermarket uses. The Proposed uses at the Center would consist of the following (in gross floor area unless indicated otherwise):

- Hotel – 179 rooms
 - Accessory Retail – 5,744 square feet
 - Restaurant Seating Area – 2,700 square feet
- Retail Use – 253,803 square feet of GLA (gross leasable area)
- Fine/Casual Restaurant Use – 87,835 square feet
- Outdoor Dining – 10,013 square feet
- Fast-Food Restaurant – 12,197 square feet
- Cineplex – 2,746 seats that includes
 - Restaurant - 2,020 square feet (including 887 square feet of outdoor dining)
- Health Club – 24,559 square feet
- Residential – 487 dwelling units

The overall existing parking available for the Paseo Colorado Center is 3,055 parking spaces, 2,563 parking spaces for commercial use and 492 parking spaces reserved for residential. As proposed, 18 parking spaces in the Paseo Colorado Center Subterranean Parking Structure would be lost due to the construction of a new parking access ramp off of Green Street, resulting in an overall future parking supply of 3,037 spaces. Of the 3,037 spaces, 2,385 spaces would be for commercial use and 652 spaces for residential use.

STUDY SCOPE

The scope of work for this study was developed in conjunction with the City of Pasadena Department of Transportation staff. The base assumptions, technical methodologies and geographic coverage of the study were all identified as part of the study approach. The study is directed at the analysis of potential traffic impacts on the street system produced by the addition of the proposed project and includes an analysis of various scenarios as required by the City of Pasadena. The following scenarios are evaluated:

- Existing (2013) Conditions - The analysis of existing traffic conditions is intended to provide a basis for the remainder of the study. The existing conditions analysis includes an assessment of streets, traffic volumes, and operating conditions.
- Proposed Project Conditions – The traffic conditions resulting from Proposed Project conditions without credit for the demolition of the Macy’s building have been conducted. Analysis of existing plus project and cumulative plus project conditions have been conducted to determine traffic impacts of the Proposed Project, conservatively, without any trip credits for demolition of the Macy’s building.
- Baseline (2013) Plus Project Conditions – The net traffic expected to be generated by the Proposed Project is estimated and added to the Baseline (2013) traffic volumes. The impacts of the Proposed Project on existing traffic operating conditions are then identified.
- Cumulative (2016) without Project Conditions - Future traffic conditions without the Proposed Project were developed for the year 2016. The objective of this analysis was to project future traffic growth and operating conditions, which could be expected to result from regional growth and related projects in the vicinity of the study area by the year 2016. This scenario serves as the point of reference to compare the Project conditions to, for estimation of traffic impacts.
- Cumulative (2016) Plus Project Conditions – The net traffic expected to be generated by the Proposed Project was estimated and added to the Cumulative (2016) without Project traffic forecasts. The impacts of the Proposed Project on future traffic operating conditions were then identified.

For this traffic study, 40 locations were identified as study intersections. All 40 of the intersections are controlled by traffic signals. These locations are shown in Figure 1 and are listed below:

1. Fair Oaks Avenue/ Maple Street
2. Fair Oaks Avenue / Corson Street
3. Fair Oaks Avenue / Walnut Street
4. Arroyo Parkway / Colorado Boulevard

5. Arroyo Parkway / Green Street
6. Arroyo Parkway / Cordova Street
7. Arroyo Parkway / Del Mar Boulevard
8. Arroyo Parkway / California Boulevard
9. Marengo Avenue / Maple Street
10. Marengo Avenue / Corson Street
11. Marengo Avenue / Walnut Street
12. Marengo Avenue / Union Street
13. Marengo Avenue / Colorado Boulevard
14. Marengo Avenue / Green Street
15. Marengo Avenue / Cordova Street
16. Marengo Avenue / Del Mar Boulevard
17. Marengo Avenue / California Boulevard
18. Garfield Avenue / Colorado Boulevard
19. Paseo Colorado Driveway / Green Street
20. Euclid Avenue-Paseo Colorado Driveway / Colorado Boulevard
21. Euclid Avenue-Paseo Colorado Driveway / Green Street
22. Los Robles Avenue / Maple Street
23. Los Robles Avenue / Corson Street
24. Los Robles Avenue / Walnut Street
25. Los Robles Avenue / Union Street
26. Los Robles Avenue / Colorado Boulevard
27. Los Robles Avenue / Green Street
28. Los Robles Avenue / Cordova Street
29. Los Robles Avenue / Del Mar Boulevard
30. Los Robles Avenue / California Boulevard
31. El Molino Avenue / Maple Street
32. El Molino Avenue / Corson Street
33. El Molino Avenue / Walnut Street
34. El Molino Avenue / Colorado Boulevard
35. Lake Avenue / Maple Street
36. Lake Avenue / Corson Street
37. Lake Avenue / Walnut Street

38. Lake Avenue / Colorado Boulevard
39. Lake Avenue / Del Mar Boulevard
40. Lake Avenue / California Boulevard

In addition to these intersections, 25 roadway segments were identified for analysis to evaluate potential neighborhood traffic effects as a result of the proposed project. These locations include the following:

1. Marengo Avenue between Corson Street and Walnut Street
2. Marengo Avenue between Walnut Street and Holly Street
3. Marengo Avenue between Cordova Street and Del Mar Boulevard
4. Marengo Avenue between Del Mar Boulevard and California Street
5. Euclid Avenue between Corson Street and Walnut Street
6. Euclid Avenue between Cordova Street and Del Mar Boulevard
7. Los Robles Avenue between Walnut Street and Union Street
8. Los Robles Avenue between Colorado Boulevard and Green Street
9. Los Robles Avenue between Cordova Street and Del Mar Boulevard
10. Los Robles Avenue between Del Mar Boulevard and California Boulevard
11. El Molino Avenue between Walnut Street and Union Street
12. El Molino Avenue between Del Mar Boulevard and California Boulevard
13. Walnut Street between Raymond Avenue and Marengo Avenue
14. Union Street between Garfield Avenue and Euclid Avenue
15. Union Street between Oak Knoll Avenue and Hudson Avenue
16. Colorado Boulevard between Arroyo Parkway and Marengo Avenue
17. Colorado Boulevard between Marengo Avenue and Garfield Avenue
18. Colorado Boulevard between Euclid Avenue and Los Robles Avenue
19. Colorado Boulevard between Los Robles Avenue and Oakland Avenue
20. Green Street between Arroyo Parkway and Marengo Avenue
21. Green Street between Marengo Avenue and Garfield Avenue
22. Green Street between Euclid Avenue and Los Robles Avenue
23. Green Street between Los Robles Avenue and Oakland Avenue
24. Green Street between Oakland Avenue and Madison Avenue
25. Cordova Street between Los Robles Avenue and Oakland Avenue

Vehicular access and circulation system evaluation and pedestrian access and circulation evaluation have all been incorporated in this study. Additionally, Pedestrian Environmental Quality Index (PEQI) analyses, Bicycle Environmental Quality Index (BEQI) Analysis and Multimodal Level of Service (MMLOS) analyses along adjacent street system elements have also been incorporated into this study.

A detailed Memorandum of Understanding (MOU) was prepared working closely with the City of Pasadena staff. A copy of the City-approved MOU is attached in Appendix A of this report. A traffic impact evaluation of the Proposed Project scenario with trip credit for the demolition of the Macy's department store has also been included in the appendix of this report.

ORGANIZATION OF REPORT

An executive summary presenting key details of the traffic study is provided at the beginning of this report. The rest of the report is divided into nine chapters. Chapter I presents an introduction and details of the various elements of the study. Chapter II describes the existing circulation system, traffic volumes, and traffic conditions within the study area. Chapter III describes the development of the Proposed Project's traffic projections. The Project's access and circulation evaluation is also presented in Chapter III. The methodology to obtain Future Year 2016 traffic volumes with and without the Proposed Project are described and applied in Chapter IV. Chapter V presents an assessment of traffic conditions with and without the Project and the potential traffic impacts due to the Proposed Project. An assessment of roadway link segments under both existing and Project conditions within the study area, and associated neighborhood traffic impacts, if any, are presented in Chapter VI. The results of the analysis of the Proposed Project's impacts on the Congestion Management Program regional transportation system are provided in Chapter VII. PEQI, BEQI and MMLOS analyses and evaluations along transportation system elements are presented in Chapter VIII. Finally, a summary of the analysis and study conclusions are included in Chapter IX. Appendices to this report include details of the technical analysis as well as an analysis and discussion of the traffic impact evaluation of the Proposed Project scenario with trip credit for the demolition of the Macy's department store.

II. EXISTING CONDITIONS

A comprehensive data collection effort was undertaken to develop a detailed description of existing transportation infrastructure within the study area. The assessment of roadway conditions relevant to this study includes an inventory of the street system, traffic volumes on these facilities, and operating conditions at key intersections. Other elements of the transportation system infrastructure including the Bicycle System, Pedestrian Circulation System, and Transit System are also addressed in this chapter. A detailed description of all these elements is presented in this chapter.

STUDY AREA

The Paseo Colorado Center is located on the south side of Colorado Boulevard between Marengo Avenue and Los Robles Avenue and is bounded by Marengo Avenue to the west, Los Robles Avenue to the east, Colorado Boulevard to the north, and Green Street to the south. Photographs of the Project site are included in Appendix B.

The current uses along the Colorado Boulevard corridor in the vicinity of the Project site include office, retail, restaurant, residential and other commercial uses. The Pasadena Convention Center is located across the street from the Project site along the Green Street corridor between Marengo Avenue and Euclid Avenue. The Green Street corridor includes office and commercial uses as well as residential uses. At the intersection of Marengo Avenue and Colorado Boulevard, office and other commercial uses currently dominate the area. The Project site, office uses and commercial uses occupy the corners of the intersections of Los Robles Avenue and Colorado Boulevard and Los Robles Avenue and Green Street.

Colorado Boulevard and Green Street provide access to the Paseo Colorado Center's Subterranean Parking Structure. Los Robles Avenue and Green Street provide access to the Los Robles Parking Structure, while Arroyo Parkway and Marengo Avenue provide access to the Marengo Parking Structure.

EXISTING STREET SYSTEM

The existing street system analyzed within the study area consists of a regional highway system including primary arterials, and a local street system including minor arterials, collectors and local streets. A description of the regional and local access and circulation offered by the various roadways follows.

The I-110 Freeway, SR-134 Freeway and I-210 Freeway provide the primary regional access to the study area. The primary arterial streets used to access the study area include Colorado Boulevard, Arroyo Parkway, and Los Robles Avenue. The minor arterial streets within the study area include California Boulevard, Corson Street, Del Mar Boulevard, El Molino Avenue, Lake Avenue, Maple Street, Marengo Avenue, and Walnut Street. Cordova Street, Green Street, and Union Street are collector roadways providing access and circulation within the study area. Euclid Avenue and Garfield Avenue provide local access and circulation. Brief descriptions of the roadway facilities serving the study area including number of lanes, speed limits, parking availability, and functional classes per the 2004 Mobility Element are presented in the following section. The existing lane configurations of the analyzed intersections are included in Appendix B.

Primary Arterials

- Colorado Boulevard – Colorado Boulevard is a principal arterial that traverses multiple jurisdictions in an east-west direction and defines the northern frontage of the Project site. It is classified as a multimodal corridor. The posted speed limit varies from 25 mph in the business district to 30 and 35 mph outside the business district. Within the study area, Colorado Boulevard generally offers two lanes in each direction with turn lanes at key intersections. Restricted metered parking is available on both sides of the street in front of the Project site.
- Arroyo Parkway – Arroyo Parkway is a principal arterial roadway that traverses in a north-south direction and provides access to the Pasadena (I-110) Freeway. It is classified as a multimodal corridor and designated as a truck route. South of Del Mar Boulevard, Arroyo Parkway offers two lanes in each direction during off-peak commute hours and three lanes in each direction during peak commute hours. North of Del Mar Boulevard, Arroyo Parkway offers two lanes in the southbound direction at all times; and two lanes during the off-peak in the northbound direction. Arroyo Parkway offers three lanes during peak commute hours in the northbound direction. Restricted parking is available on both sides of the street. The posted speed limit is 35 mph.

- Los Robles Avenue – Los Robles Avenue is north-south principal arterial roadway and defines the eastern frontage of the Project site. It is classified as a multimodal corridor between Woodbury Road and Del Mar Boulevard. Los Robles is a de-emphasized street south of Del Mar Boulevard, and is designated as an Enhanced Class III Bike Route facility that includes four-inch white roadway edge lines and “Share the Road” signs. Los Robles Avenue generally offers two lanes of travel in each direction between Villa Street and South of Cordova during peak commute hours. Restricted parking is generally allowed on many stretches of this roadway. The posted speed limit is 30 mph.

Minor Arterials

- California Boulevard – California Boulevard is classified as minor arterial roadway that runs in an east-west direction. It generally offers two travel lanes in each direction within the study area with left-turn lanes at key intersections. The street segment west of St. John Avenue and the street segment east of Lake Avenue provide one travel lane in each direction. Three travel lanes in each direction are provided between Pasadena Avenue and Fair Oaks Avenue. California Boulevard is designated as a Class III Bike Route facility from Marengo Avenue to Lake Avenue, as an Enhanced Class III Bike Route facility from Lake Avenue to Allen Avenue, and as a de-emphasized street east of Lake Avenue. Parking is only permitted west of St. John Avenue and is available on both sides of the street. The posted speed limit is 30 mph.
- Maple Street – Maple Street is a one-way westbound minor arterial roadway that provides two travel lanes and a Class II Bike Lane. It is classified as a multimodal corridor. There are several I-210 Freeway westbound on- and off-ramps located along this roadway. Restricted parking is generally allowed along many stretches of this roadway within the study area. The posted speed limit is 35 mph.
- Corson Street – Corson Street is a one-way eastbound minor arterial roadway that provides two travel lanes and a Class II Bike Lane. It is classified as a multimodal corridor. There are several I-210 Freeway eastbound on- and off-ramps located along this roadway. Restricted parking is generally allowed along many stretches of this roadway within the study area. The posted speed limit is 35 mph.
- Del Mar Boulevard – Del Mar Boulevard is classified as a minor arterial that runs in an east-west direction and is classified as a multimodal corridor. Within the study area, Del Mar Boulevard generally offers two lanes in each direction with left-turn lanes at key intersections. Restricted parking is available on both sides of the street. This roadway is designated as a Class III Bike Route from St. John Avenue to Wilson Avenue. East of Wilson Avenue to the Eastern City Limit, it is designated as an Enhanced Class III Bike Route facility. The speed limit is 35 mph on Del Mar Boulevard.

- El Molino Avenue – El Molino Avenue is a minor arterial facility that traverses in a north-south direction within the study area and is classified as a de-emphasized street. It provides two travel lanes, one lane in each direction. Within the study area, on-street parking is mostly allowed on both sides within the study area north of Colorado. South of Colorado Boulevard, the speed limit is 25 mph. North of Colorado Boulevard, the speed limit is 30 mph.
- Lake Avenue – Lake Avenue is a minor arterial facility that traverses in a north-south direction within the City of Pasadena and is classified as a multimodal corridor. Lake Avenue provides four travel lanes, two lanes per direction, with a raised median and left-turn lane at key intersections. North of Colorado Boulevard, Lake Avenue provides six travel lanes, three lanes per direction with turn lanes at key intersections. Restricted parking is generally available on both sides of the street south of Colorado Boulevard. The posted speed limit is 35 mph.
- Marengo Avenue - Marengo Avenue is a north-south minor arterial roadway and defines the western frontage of the Project site. It provides four travel lanes, two lanes in each direction within the study area. Restricted parking is generally allowed along many stretches of this roadway within the study area. Marengo Avenue is designated as a Class III Bike Route from Corson Street to Cordova Street. Class II Bike Lanes are provided from Cordova Street to Glenarm Street. The posted speed limit varies from 25 mph in the business district to 30 mph outside of the business district.
- Walnut Street – Walnut Street is an east west minor arterial roadway and is classified as a multimodal corridor and truck route. This roadway offers two lanes in each direction with turn lanes at key intersections. The posted speed limit is 30 mph east of Fair Oaks Avenue and 35 mph west of Fair Oaks Avenue. Parking is generally allowed along many stretches of this roadway within the study area.

Collector Streets

- Cordova Street – Cordova Street is an east-west collector street that provides four travel lanes, two lanes in each direction. Restricted parking is generally allowed along many stretches of this roadway within the study area. This roadway is designated as an enhanced Class III Bike Route facility. The posted speed limit is 35 miles per hour.
- Green Street – Green Street is a one-way eastbound collector roadway and defines the southern frontage of the Project site. It generally provides three travel lanes and is classified as a multimodal corridor. Green Street provides four eastbound travel lanes between Arroyo Parkway and Los Robles Avenue. Restricted parking is generally allowed along many stretches of this roadway within the study area. The posted speed limit is 30 mph.

- Union Street – Union Street is a one-way westbound collector roadway. East of Arroyo Parkway, it provides three travel lanes with turning lanes at key intersections. West of Arroyo Parkway, it provides two travel lanes. Union Street is classified as a multimodal corridor from Fair Oaks Avenue to Hill Avenue. Restricted parking is generally allowed along many stretches of this roadway. Union Street east of Garfield Avenue has a speed limit of 30 mph; while Union Street west of Garfield Avenue has a speed limit of 25 mph.

Local Streets

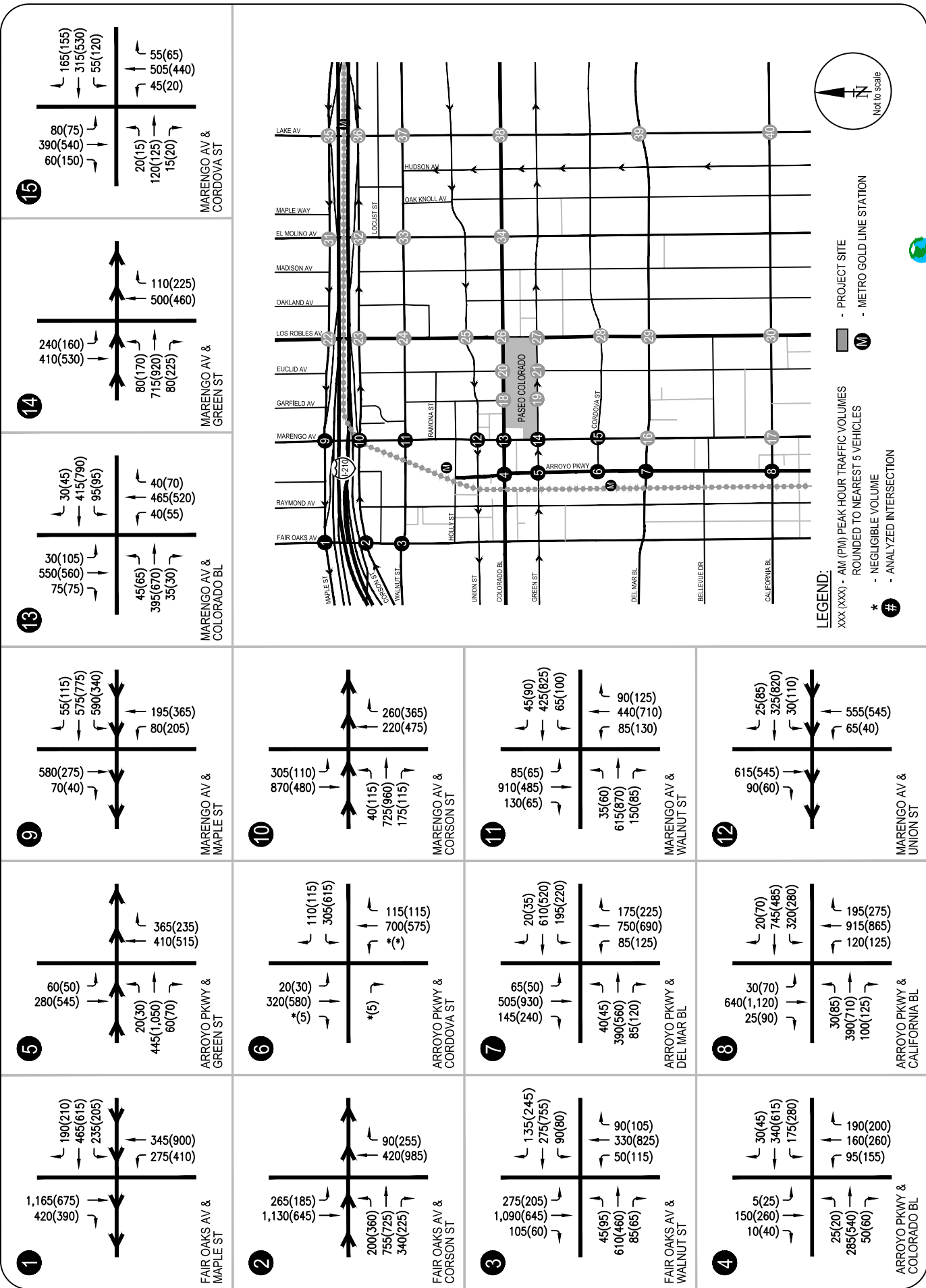
- Euclid Avenue – Euclid Avenue is a north-south local roadway. This roadway offers one travel lane in each direction. Euclid Avenue is a discontinuous street with termini along the north and south sides of the Project site. Parking is generally allowed along both sides of the street. The speed limit is 25 mph.
- Garfield Avenue – Garfield Avenue is a north-south local roadway. It generally offers one travel lane in each direction. Between Union Street and Colorado Boulevard, Garfield Avenue provides two travel lanes in each direction. Parking is allowed along both sides of the street. The speed limit is 25 mph.

EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE

The following sections present the existing weekday intersection peak hour traffic volumes, a description of the methodology utilized to analyze traffic conditions, and the resulting level of service conditions at each of the study intersections.

Existing Weekday Traffic Volumes

Weekday morning and evening peak hour traffic counts were compiled from data collected at the 40 analyzed intersections during May 2013. These weekday traffic volumes reflect typical weekday operations during current year 2013 conditions. The traffic volumes in Figure 2 represent, for the purposes of this analysis, the Existing 2013 AM and PM peak hour conditions, respectively. The raw data showing the counts are attached in Appendix C.



RAJU Associates, Inc.

FIGURE 2A
 EXISTING (2013) CONDITIONS PEAK HOUR TRAFFIC VOLUMES

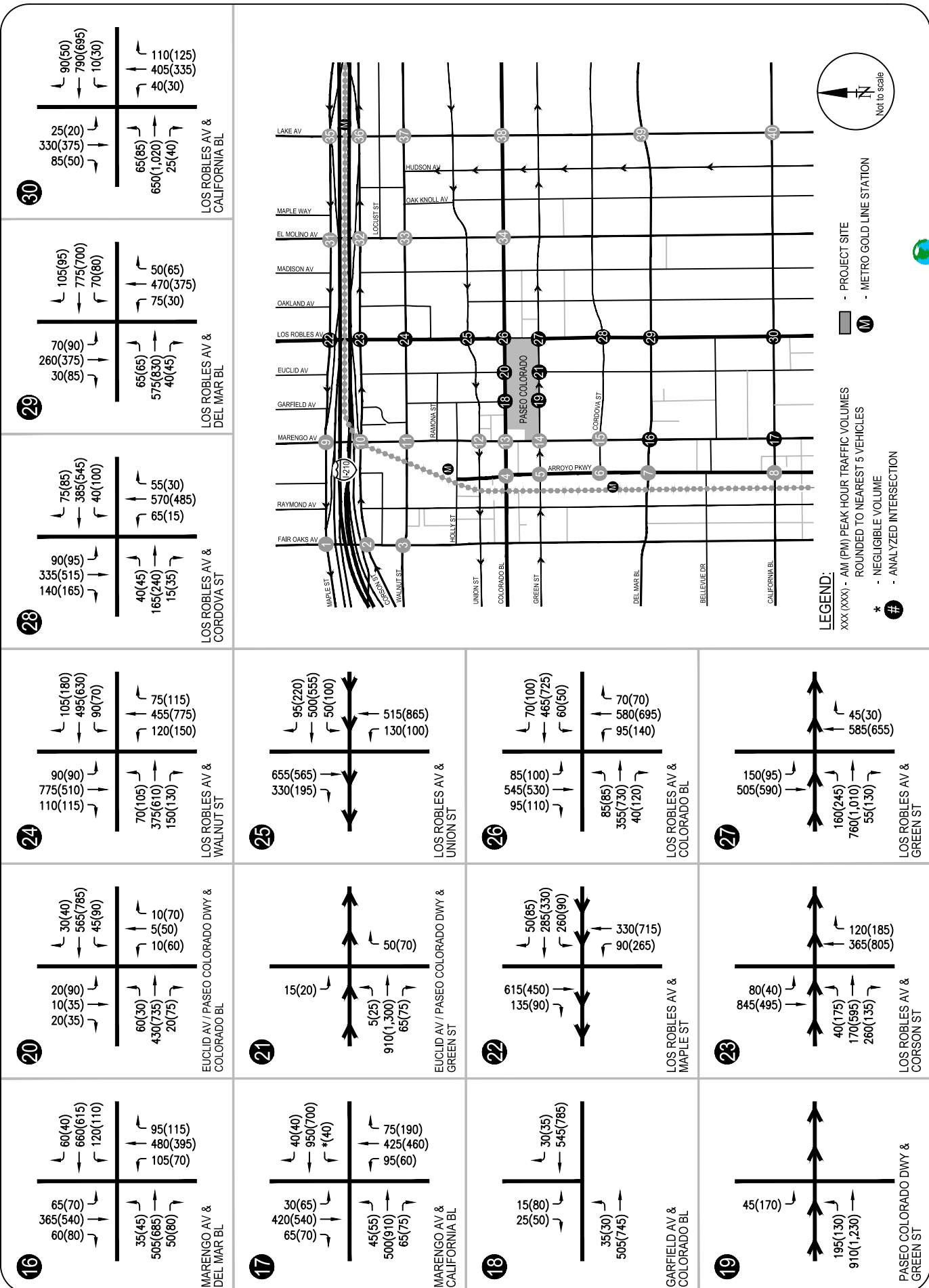


FIGURE 2B
 EXISTING (2013) CONDITIONS PEAK HOUR TRAFFIC VOLUMES



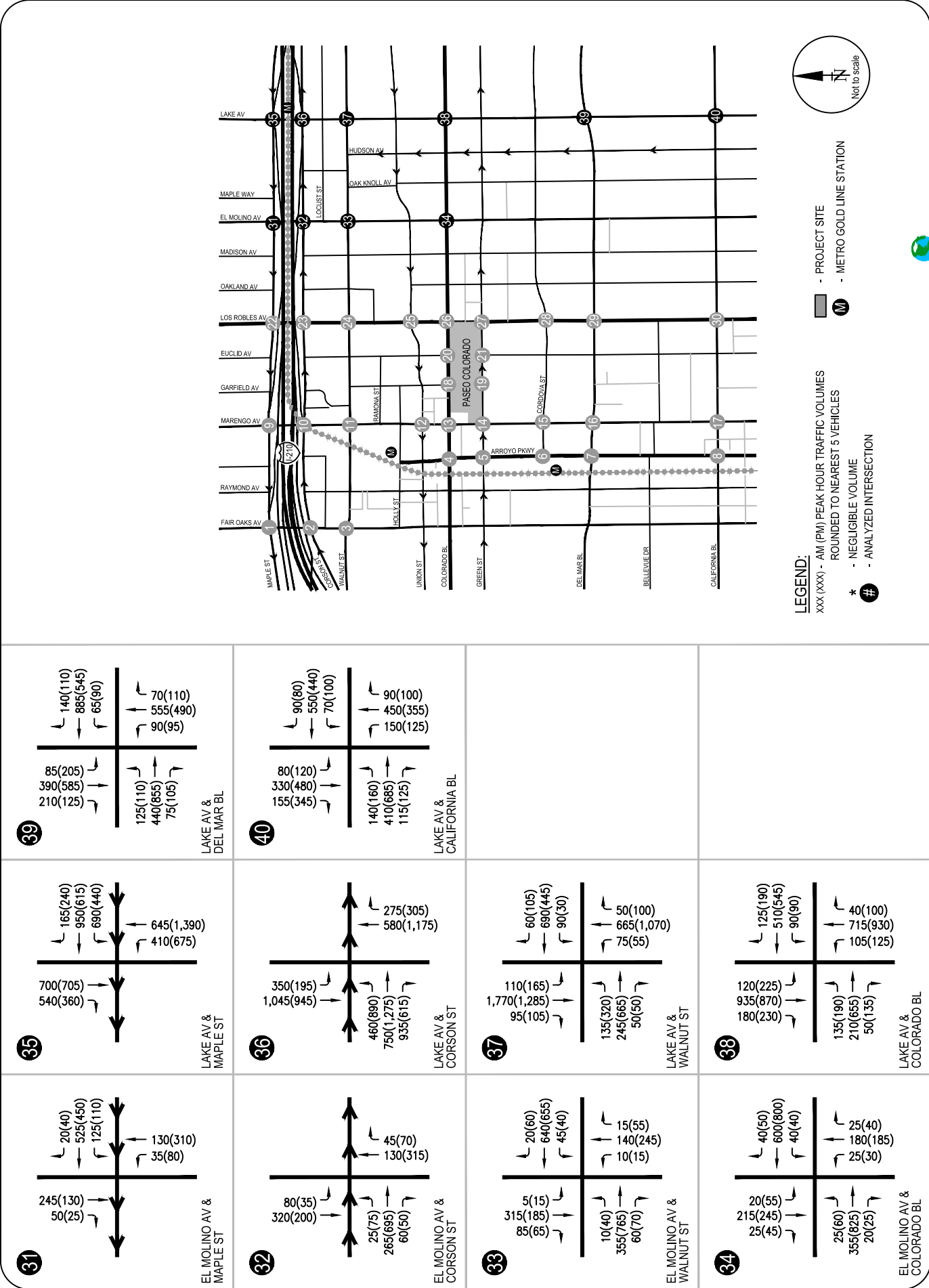


FIGURE 2C
 EXISTING (2013) CONDITIONS PEAK HOUR TRAFFIC VOLUMES

Level of Service Methodology

Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. The Level of Service definitions for signalized intersections are provided in Table 1. All 40 of the analyzed intersections are controlled by traffic signals.

The Intersection Capacity Utilization (ICU) method was used to determine the intersection volume to capacity (V/C) ratio and corresponding level of service for each study intersection per the City of Pasadena's requirements for analyzing intersection operations. A capacity of 1,700 vehicles per lane per hour is assumed in the capacity calculations in accordance with the City of Pasadena's guidelines. The capacity was reduced by 33% (or 1,139 vehicles per lane per hour) for intersection roadways adjacent to the rail-road crossings serving the Metro Gold Line, also per the City of Pasadena. These intersections include Arroyo Parkway/Del Mar Boulevard and Arroyo Parkway/California Boulevard.

Existing Levels of Service

The existing traffic volumes presented in Figure 2 for AM and PM peak hours were used in conjunction with the level of service methodologies, and the current intersection characteristics illustrated in Appendix B, to determine the existing operating conditions at the analyzed intersections.

Table 2 summarizes the results of the intersection capacity analysis for existing conditions at all the analyzed intersections. The table includes the existing V/C ratio and the corresponding LOS at the study intersections during both morning and evening peak hours. As illustrated in the table, 39 of the 40 analyzed intersections are currently operating at LOS C or better during the morning peak hour. The remaining intersection, Lake Avenue and Maple Street, is operating at LOS E.

**TABLE 1
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS**

Level of Service	Volume/Capacity Ratio	Definition
A	0.000 - 0.600	EXCELLENT. No Vehicle waits longer than one red light and no approach phase is fully used.
B	>0.600 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	>0.700 - 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	>0.800 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	>0.900 - 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: Transportation Research Board, *Transportation Research Circular No. 212, Interim Materials on Highway Capacity*, 1980.

**TABLE 2
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - EXISTING (2013) CONDITIONS**

Map #	Intersection	AM PEAK HOUR		PM PEAK HOUR	
		V/C	LOS	V/C	LOS
1	Fair Oaks Avenue & Maple Street	0.639	B	0.642	B
2	Fair Oaks Avenue & Corson Street	0.559	A	0.616	B
3	Fair Oaks Avenue & Walnut Street	0.621	B	0.742	C
4	Arroyo Parkway & Colorado Boulevard	0.403	A	0.617	B
5	Arroyo Parkway & Green Street	0.332	A	0.449	A
6	Arroyo Parkway & Cordova Street	0.371	A	0.475	A
7	Arroyo Parkway & Del Mar Boulevard	0.624	B	0.767	C
8	Arroyo Parkway & California Boulevard [1]	0.715	C	0.949	E
9	Marengo Avenue & Maple Street	0.604	B	0.574	A
10	Marengo Avenue & Corson Street	0.540	A	0.521	A
11	Marengo Avenue & Walnut Street	0.719	C	0.689	B
12	Marengo Avenue & Union Street	0.421	A	0.503	A
13	Marengo Avenue & Colorado Boulevard	0.479	A	0.590	A
14	Marengo Avenue & Green Street	0.505	A	0.499	A
15	Marengo Avenue & Cordova Street	0.595	A	0.642	B
16	Marengo Avenue & Del Mar Boulevard	0.656	B	0.748	C
17	Marengo Avenue & California Boulevard	0.719	C	0.767	C
18	Garfield Avenue & Colorado Boulevard	0.291	A	0.395	A
19	Garfield Avenue & Green Street	0.289	A	0.399	A
20	Euclid Avenue & Colorado Boulevard	0.325	A	0.489	A
21	Euclid Avenue & Green Street	0.280	A	0.354	A
22	Los Robles Avenue & Maple Street	0.550	A	0.562	A
23	Los Robles Avenue & Corson Street	0.500	A	0.624	B
24	Los Robles Avenue & Walnut Street	0.618	B	0.682	B
25	Los Robles Avenue & Union Street	0.468	A	0.483	A
26	Los Robles Avenue & Colorado Boulevard	0.508	A	0.626	B
27	Los Robles Avenue & Green Street	0.522	A	0.556	A
28	Los Robles Avenue & Cordova Street	0.498	A	0.519	A
29	Los Robles Avenue & Del Mar Boulevard	0.714	C	0.676	B
30	Los Robles Avenue & California Boulevard	0.675	B	0.679	B
31	El Molino Avenue & Maple Street	0.403	A	0.459	A
32	El Molino Avenue & Corson Street	0.327	A	0.547	A
33	El Molino Avenue & Walnut Street	0.544	A	0.566	A
34	El Molino Avenue & Colorado Boulevard	0.461	A	0.589	A
35	Lake Avenue & Maple Street	0.906	E	0.761	C
36	Lake Avenue & Corson Street	0.601	B	0.759	C
37	Lake Avenue & Walnut Street	0.775	C	0.673	B
38	Lake Avenue & Colorado Boulevard	0.665	B	0.708	C
39	Lake Avenue & Del Mar Boulevard	0.665	B	0.700	B
40	Lake Avenue & California Boulevard	0.788	C	0.918	E

* Counts conducted in May 2013.

[1] Los Angeles County Congestion Management Program (CMP) Arterial Monitoring Location.

During the evening peak hour, 38 of the 40 analyzed intersections are operating at LOS C or better. The remaining intersections are operating at LOS E and include the following locations:

- Arroyo Parkway/California Boulevard – PM Peak Hour: LOS E
- Lake Avenue/California Boulevard – PM Peak Hour: LOS E

ICU Worksheets for Existing (2013) conditions are provided in Appendix D.

EXISTING ON-STREET PARKING SUPPLY

Table 3 summarizes the existing on-street parking spaces available within one-block of the Project site. These street segments include Colorado Boulevard and Green Street from Arroyo Parkway to Oakland Avenue and Marengo Avenue and Los Robles Avenue from Union Street to Cordova Street. The table also indicates the parking restrictions along these streets segments.

As indicated in Table 3, a total of approximately 177 on-street parking spaces are located within a one- to two-blocks walking distance of the Project site.

EXISTING BIKEWAYS

The following section presents a description of the existing bicycle system infrastructure including bikeways network, bike signage, and bicycle racks that are located in the vicinity of the Project site. For the purpose of the Bikeway System Evaluation, the Project's vicinity is defined as the area within 1,000 feet of the site.

Bikeway facilities are provided along Maple Street, Corson Street, Marengo Avenue, Los Robles Avenue, Del Mar Boulevard, California Boulevard and Cordova Street. A brief description of these facilities is provided in the section following Table 3.

**TABLE 3
EXISTING ON-STREET PARKING CHARACTERISTICS**

Street	From	To	Direction	Parking Restrictions	Number of On-Street Parking Spaces
Marengo Avenue	Union St	Colorado Bl	NB	No Stopping Anytime	0
			SB	No Stopping Anytime	0
Marengo Avenue	Colorado Bl	Green St	NB	No Stopping Anytime	0
			SB	No Stopping Anytime	0
Marengo Avenue	Green St	Cordova St	NB	No Stopping Anytime	0
			SB	15 Minute 6 AM - 6 PM (Metered)	12
Colorado Boulevard	Arroyo Pkwy	Marengo Av	EB	No Stopping Anytime	0
			WB	2 Hour 8 AM - 8 PM (Metered)	10
Colorado Boulevard	Marengo Av	Garfield Av	EB	1 Hour 7 AM - 8 PM (Metered)	8
			WB	2 Hour 7 AM - 8 PM (Metered)	5
Colorado Boulevard	Garfield Av	Euclid Av	EB	No Stopping Anytime	0
			WB	1 Hour 7 AM - 8 PM (Metered)	6
Colorado Boulevard	Euclid Av	Los Robles Av	EB	15 Minute 7AM - 8 PM (Metered)	6
			WB	15 Minute / 1 Hour 7 AM - 8 PM (Metered)	4
Colorado Boulevard	Los Robles Av	Oakland Av	EB	2 Hour 9 AM - 6 PM	11
			WB	1 Hour 9 AM - 6 PM	8
Green Street	Arroyo Pkwy	Marengo Av	EB	No Stopping Anytime	0
			WB [1]	No Stopping Anytime	0
Green Street	Marengo Av	Euclid Av	EB	No Stopping Anytime	0
			WB [1]	1 Hour 7 AM - 8 PM (Metered)	10
Green Street	Euclid Av	Los Robles Av	EB	No Stopping Anytime	0
			WB [1]	1 Hour 7 AM - 8 PM (Metered)	3
Green Street	Los Robles Av	Oakland Av	EB	1 Hour 9 AM - 6 PM	10
			WB [1]	15 Minute / 1 Hour 9 AM - 6 PM	10
Garfield Avenue	Union St	Colorado Bl	NB	30 Minutes 7 AM - 6 PM (Metered)	8
			SB	30 Minutes 7 AM - 6 PM (Metered)	12
Euclid Avenue	Union St	Colorado Bl	NB	1 Hour 7 AM - 6 PM (Metered)	6
			SB	1 Hour 7 AM - 6 PM (Metered)	6
Euclid Avenue	Green St	Cordova St	NB	1 Hour 9 AM - 6 PM (Metered)	11
			SB	1 Hour 9 AM - 6 PM (Metered)	10
Los Robles Avenue	Union St	Colorado Bl	NB	2 Hour 9 AM - 6 PM (Metered)	6
			SB	1 Hour 9 AM - 6 PM (Metered)	7
Los Robles Avenue	Colorado Bl	Green St	NB	No Stopping Anytime	0
			SB	No Stopping Anytime	0
Los Robles Avenue	Green St	Cordova St	NB	No Stopping Anytime	0
			SB	2 Hour 9 AM - 4 PM (Metered); No Parking 7-9 AM, 4-6 PM	8
TOTAL PARKING SPACES WITHIN 1-2 BLOCKS WALKING DISTANCE FROM PROJECT SITE					177

Notes:

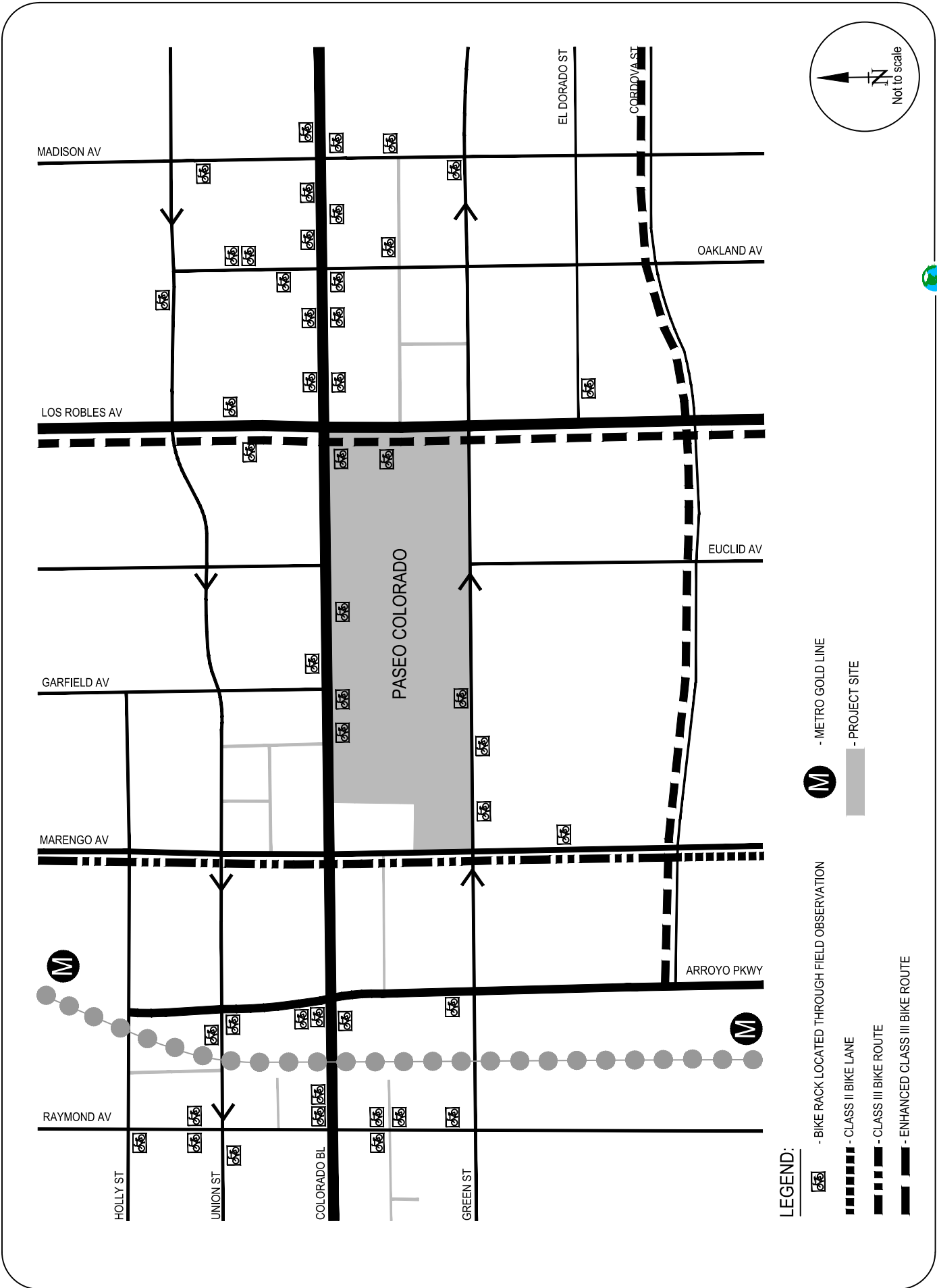
[1] Green Street operates one-way in the eastbound direction. The information shown is for the north side of the street.

- Maple Street and Corson Street both provide Class II Bike Lanes from Altadena Drive to Walnut Street. From Walnut Street, Maple Street and Corson Street become Saint John Avenue and Pasadena Avenue, respectively, and provide Class II Bike Lanes to Del Mar Boulevard. These bike lanes provide connectivity to several north-south bike routes (including Los Robles Avenue and Marengo Avenue within the study area). These bike lanes also provide connectivity to the Metro Gold Line Stations at Del Mar Boulevard, Holly Street and Lake Avenue.
- Marengo Avenue provides Class II Bike Lanes from Glenarm Street to Cordova Street. From Cordova Street to Corson Street, it is designated as a Class III Bike Route facility. The Marengo Avenue bike route provides connectivity to east-west bike routes/lanes along Corson Street, Cordova Street, Del Mar Boulevard, California Boulevard, and Glenarm Street.
- Los Robles Avenue is designated as an Enhanced Bike Route (Class III facility) from northern City boundary to the southern City boundary. Enhanced bike routes include four-inch white roadway edgelines and “Share the Road” signs. The Los Robles Avenue bike route provides connectivity to east-west bike routes/lanes Maple Street, Corson Street, Cordova Street, Del Mar Boulevard and California Boulevard within the study area.
- Del Mar Boulevard is designated as a Class III Bike Route facility within the study area. The Del Mar Boulevard bike route provides connectivity to north-south bike routes facilities on Los Robles Avenue and Marengo Avenue within the study area.
- California Boulevard is designated as a Class III Bike Route facility from Marengo Avenue to Lake Avenue and as an Enhanced Bike Route (Class III facility) from Lake Avenue to Allen Avenue. The California Boulevard bike route provides connectivity to north-south bike route facilities on Los Robles Avenue and Marengo Avenue within the study area.
- Cordova Street is designated as an Enhanced Bike Route (Class III facility) from Arroyo Parkway to Hill Avenue. The Cordova Street bike route provides connectivity to north-south bike routes on Los Robles Avenue and Marengo Avenue within the study area.

The existing bicycle system infrastructure including the bikeways network and approximate locations of existing bicycle racks in the vicinity of the Project site are shown in Figure 3.



FIGURE 3
EXISTING BICYCLE SYSTEM INFRASTRUCTURE



EXISTING PEDESTRIAN CIRCULATION SYSTEM

The pedestrian circulation system includes sidewalks, crosswalks, intersection and mid-block traffic control available to serve pedestrians. Sidewalks are available on all the streets (Colorado Boulevard, Green Street, Marengo Avenue and Los Robles Avenue) adjacent to the Project site. At all signalized intersections, wheelchair ramps are available to access the crosswalks from sidewalks.

The following section presents a description of the existing pedestrian crossing locations at all signalized intersections that are located within 1,300 feet (¼-mile) of the Project site.

A total of 30 signalized intersections and one signalized mid-block pedestrian crossing were identified within the specified study area of 1,300 feet (¼-mile) from the Project site. Table 4 summarizes information relative to traffic control available to pedestrians at the signalized intersections. The data provided in the table are based on visual field observations.

As indicated in Table 4, a mid-block pedestrian crossing is located along Green Street between Marengo Avenue and Euclid Avenue, while the traffic signal at the intersection of Raymond Avenue/Colorado Boulevard provides a pedestrian crossing phase with all-way (diagonal) crossing. Table 4 also lists the type of pedestrian push buttons (mushroom, thumb size, or none/automatic with traffic signal) and pedestrian indicators (incandescent, L.E.D., and/or audio tactile) at each leg and direction of the 31 locations. Six of the intersections provide audio tactile pedestrian heads for the vision-impaired pedestrians. They include the following:

- Marengo Avenue/Colorado Boulevard
- Arroyo Parkway/Holly Street
- Raymond Avenue/Holly Street
- Los Robles Avenue/Union Street
- Los Robles Avenue/Green Street
- Oakland Avenue/Green Street

**TABLE 4
SIGNALIZED PEDESTRIAN CROSSING LOCATIONS**

No. Intersection	Leg of Intersection	Crossing Direction	Pedestrian Push Button Type	Pedestrian Indicator Type	Wheel Chair Ramps?
1. Raymond Avenue & Holly Street	North	Westbound	Large Arrow	Incandescent/Audio-Tactile	Yes
		Eastbound	Large Arrow	Incandescent/Audio-Tactile	Yes
	South	Westbound	Large Arrow	Incandescent/Audio-Tactile	Yes
		Eastbound	Large Arrow	Incandescent/Audio-Tactile	Yes
	East	Northbound	Large Arrow	Incandescent/Audio-Tactile	Yes
		Southbound	Large Arrow	Incandescent/Audio-Tactile	Yes
	West	Northbound	Large Arrow	Incandescent/Audio-Tactile	Yes
		Southbound	Large Arrow	Incandescent/Audio-Tactile	Yes
2. Raymond Avenue & Union Street	North	Westbound	None (automatic)	Incandescent	Yes
		Eastbound	None (automatic)	Incandescent	Yes
	South	Westbound	None (automatic)	Incandescent	Yes
		Eastbound	None (automatic)	Incandescent	Yes
	East	Northbound	None (automatic)	Incandescent	Yes
		Southbound	None (automatic)	Incandescent	Yes
	West	Northbound	None (automatic)	Incandescent	Yes
		Southbound	None (automatic)	Incandescent	Yes
3. Raymond Avenue & Colorado Boulevard Diagonal Crossing	North	Westbound	Mushroom	L.E.D.	Yes
		Eastbound	Mushroom	L.E.D.	Yes
	South	Westbound	Mushroom	L.E.D.	Yes
		Eastbound	Mushroom	L.E.D.	Yes
	East	Northbound	Mushroom	L.E.D.	Yes
		Southbound	Mushroom	L.E.D.	Yes
	West	Northbound	Mushroom	L.E.D.	Yes
		Southbound	Mushroom	L.E.D.	Yes
4. Raymond Avenue & Green Street	North	Westbound	None (automatic)	Incandescent	Yes
		Eastbound	None (automatic)	Incandescent	Yes
	South	Westbound	None (automatic)	Incandescent	Yes
		Eastbound	None (automatic)	Incandescent	Yes
	East	Northbound	None (automatic)	Incandescent	Yes
		Southbound	None (automatic)	Incandescent	Yes
	West	Northbound	None (automatic)	Incandescent	Yes
		Southbound	None (automatic)	Incandescent	Yes
5. Arroyo Parkway & Holly Street	North	Westbound	Large Arrow	Incandescent/Audio-Tactile	Yes
		Eastbound	Large Arrow	Incandescent/Audio-Tactile	Yes
	South	Westbound	Large Arrow	Incandescent/Audio-Tactile	Yes
		Eastbound	Large Arrow	Incandescent/Audio-Tactile	Yes
	East	Northbound	Large Arrow	Incandescent/Audio-Tactile	Yes
		Southbound	Large Arrow	Incandescent/Audio-Tactile	Yes
	West	Northbound	Large Arrow	Incandescent/Audio-Tactile	Yes
		Southbound	Large Arrow	Incandescent/Audio-Tactile	Yes
6. Arroyo Parkway & Union Street	North	Westbound	Mushroom	Incandescent	Yes
		Eastbound	Mushroom	L.E.D.	Yes
	South	Westbound	Mushroom	L.E.D.	Yes
		Eastbound	Mushroom	Incandescent	Yes
	East	Northbound	Mushroom	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes
	West	Northbound	Mushroom	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes
7. Arroyo Parkway & Colorado Boulevard	North	Westbound	Mushroom	Incandescent	Yes
		Eastbound	Mushroom	Incandescent	Yes
	South	Westbound	Mushroom	Incandescent	Yes
		Eastbound	Mushroom	Incandescent	Yes
	East	Northbound	Mushroom	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes
	West	Northbound	Mushroom	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes
8. Arroyo Parkway & Green Street	North	Westbound	Mushroom	Incandescent	Yes
		Eastbound	Mushroom	L.E.D.	Yes
	South	Westbound	Mushroom	Incandescent	Yes
		Eastbound	Mushroom	Incandescent	Yes
	East	Northbound	Mushroom	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes
	West	Northbound	Mushroom	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes

TABLE 4 (continued)
SIGNALIZED PEDESTRIAN CROSSING LOCATIONS

No. Intersection	Leg of Intersection	Crossing Direction	Pedestrian Push Button Type	Pedestrian Indicator Type	Wheel Chair Ramps?
9. Arroyo Parkway & Cordova Street	North	Westbound	Mushroom	Incandescent	Yes
		Eastbound	Mushroom	Incandescent	Yes
	South	Westbound	Mushroom	Incandescent	Yes
		Eastbound	Mushroom	Incandescent	Yes
	East	Northbound	Mushroom	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes
	West	Northbound	Mushroom	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes
10. Marengo Avenue & Holly Street	North	Westbound	Mushroom	L.E.D.	Yes
		Eastbound	Mushroom	L.E.D.	Yes
	South	Westbound	Mushroom	L.E.D.	Yes
		Eastbound	Mushroom	L.E.D.	Yes
	East	Northbound	Mushroom	L.E.D.	Yes
		Southbound	Mushroom	L.E.D.	Yes
	West	Northbound	Mushroom	L.E.D.	Yes
		Southbound	Mushroom	L.E.D.	Yes
11. Marengo Avenue & Union Street	North	Westbound	Mushroom	L.E.D.	Yes
		Eastbound	Mushroom	L.E.D.	Yes
	South	Westbound	Mushroom	L.E.D.	Yes
		Eastbound	Mushroom	L.E.D.	Yes
	East	Northbound	Mushroom	L.E.D.	Yes
		Southbound	Mushroom	L.E.D.	Yes
	West	Northbound	Mushroom	L.E.D.	Yes
		Southbound	Mushroom	L.E.D.	Yes
12. Marengo Avenue & Colorado Boulevard	North	Westbound	Large Arrow	L.E.D./Audio-Tactile	Yes
		Eastbound	Large Arrow	L.E.D./Audio-Tactile	Yes
	South	Westbound	Large Arrow	L.E.D./Audio-Tactile	Yes
		Eastbound	Large Arrow	L.E.D./Audio-Tactile	Yes
	East	Northbound	Large Arrow	L.E.D./Audio-Tactile	Yes
		Southbound	Large Arrow	L.E.D./Audio-Tactile	Yes
	West	Northbound	Large Arrow	L.E.D./Audio-Tactile	Yes
		Southbound	Large Arrow	L.E.D./Audio-Tactile	Yes
13. Marengo Avenue & Green Street	North	Westbound	Mushroom	L.E.D.	Yes
		Eastbound	Mushroom	Incandescent	Yes
	South	Westbound	Mushroom	L.E.D.	Yes
		Eastbound	Mushroom	L.E.D.	Yes
	East	Northbound	Mushroom	L.E.D.	Yes
		Southbound	Mushroom	L.E.D.	Yes
	West	Northbound	Mushroom	L.E.D.	Yes
		Southbound	Mushroom	L.E.D.	Yes
14. Marengo Avenue & Cordova Street	North	Westbound	Mushroom	Incandescent	Yes
		Eastbound	Mushroom	Incandescent	Yes
	South	Westbound	Mushroom	Incandescent	Yes
		Eastbound	Mushroom	Incandescent	Yes
	East	Northbound	Mushroom	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes
	West	Northbound	Mushroom	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes
15. Garfield Avenue & Union Street	North	Westbound	Mushroom	L.E.D.	Yes
		Eastbound	Mushroom	L.E.D.	Yes
	South	Westbound	Mushroom	Incandescent	Yes
		Eastbound	Mushroom	L.E.D.	Yes
	East	Northbound	Mushroom	L.E.D.	Yes
		Southbound	Mushroom	Incandescent	Yes
	West	Northbound	Mushroom	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes
16. Garfield Avenue/ Colorado Boulevard	North	Westbound	None (automatic)	Incandescent	Yes
		Eastbound	None (automatic)	Incandescent	Yes
	South [1]	Westbound	N/A	N/A	No
		Eastbound	N/A	N/A	No
	East	Northbound	Mushroom	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes
	West	Northbound	Mushroom	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes

TABLE 4 (continued)
SIGNALIZED PEDESTRIAN CROSSING LOCATIONS

No. Intersection	Leg of Intersection	Crossing Direction	Pedestrian Push Button Type	Pedestrian Indicator Type	Wheel Chair Ramps?
17. Mid-Block (west of Euclid Av)/ Green Street	North	Westbound	Mushroom	Incandescent	Yes
		Eastbound	Mushroom	Incandescent	Yes
	South [1]	Westbound	N/A	N/A	No
		Eastbound	N/A	N/A	No
	East	Northbound	Mushroom	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes
	West	Northbound	Mushroom	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes
18. Euclid Avenue & Union Street	North	Westbound	Automatic	Incandescent	Yes
		Eastbound	Automatic	Incandescent	Yes
	South	Westbound	Automatic	Incandescent	Yes
		Eastbound	Automatic	Incandescent	Yes
	East	Northbound	Automatic	Incandescent	Yes
		Southbound	Automatic	Incandescent	Yes
	West	Northbound	Automatic	Incandescent	Yes
		Southbound	Automatic	Incandescent	Yes
19. Euclid Avenue/ Colorado Boulevard	North	Westbound	Mushroom	Incandescent	Yes
		Eastbound	Mushroom	Incandescent	Yes
	South	Westbound	Mushroom	Incandescent	Yes
		Eastbound	Mushroom	Incandescent	Yes
	East	Northbound	Mushroom	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes
	West	Northbound	Mushroom	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes
20. Euclid Avenue/ Green Street	North	Westbound	Mushroom	Incandescent	Yes
		Eastbound	Mushroom	Incandescent	Yes
	South	Westbound	Mushroom	Incandescent	Yes
		Eastbound	Mushroom	Incandescent	Yes
	East [1]	Northbound	N/A	N/A	No
		Southbound	N/A	N/A	No
	West	Northbound	Mushroom	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes
21. Euclid Avenue/ Cordova Street	North	Westbound	Mushroom	Incandescent	Yes
		Eastbound	Mushroom	Incandescent	Yes
	South	Westbound	Mushroom	Incandescent	Yes
		Eastbound	Mushroom	Incandescent	Yes
	East	Northbound	Mushroom	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes
	West	Northbound	Mushroom	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes
22. Los Robles Avenue/ Union Street	North	Westbound	Large Arrow	Incandescent/Audio-Tactile	Yes
		Eastbound	Large Arrow	Incandescent/Audio-Tactile	Yes
	South	Westbound	Large Arrow	Incandescent/Audio-Tactile	Yes
		Eastbound	Large Arrow	Incandescent/Audio-Tactile	Yes
	East	Northbound	Large Arrow	Incandescent/Audio-Tactile	Yes
		Southbound	Large Arrow	Incandescent/Audio-Tactile	Yes
	West	Northbound	Large Arrow	Incandescent/Audio-Tactile	Yes
		Southbound	Large Arrow	Incandescent/Audio-Tactile	Yes
23. Los Robles Avenue/ Colorado Boulevard	North	Westbound	Mushroom	Incandescent	Yes
		Eastbound	Mushroom	Incandescent	Yes
	South	Westbound	Small Button	Incandescent	Yes
		Eastbound	Small Button	Incandescent	Yes
	East	Northbound	Small Button	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes
	West	Northbound	Mushroom	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes
24. Los Robles Avenue/ Green Street	North	Westbound	Large Arrow	Incandescent/Audio-Tactile	Yes
		Eastbound	Large Arrow	Incandescent/Audio-Tactile	Yes
	South	Westbound	Large Arrow	Incandescent/Audio-Tactile	Yes
		Eastbound	Large Arrow	Incandescent/Audio-Tactile	Yes
	East	Northbound	Large Arrow	Incandescent/Audio-Tactile	Yes
		Southbound	Large Arrow	Incandescent/Audio-Tactile	Yes
	West	Northbound	Large Arrow	Incandescent/Audio-Tactile	Yes
		Southbound	Large Arrow	Incandescent/Audio-Tactile	Yes

TABLE 4 (continued)
SIGNALIZED PEDESTRIAN CROSSING LOCATIONS

No. Intersection	Leg of Intersection	Crossing Direction	Pedestrian Push Button Type	Pedestrian Indicator Type	Wheel Chair Ramps?
25. Los Robles Avenue/ Cordova Street	North	Westbound	Mushroom	Incandescent	Yes
		Eastbound	Mushroom	Incandescent	Yes
	South	Westbound	Mushroom	Incandescent	Yes
		Eastbound	Mushroom	Incandescent	Yes
	East	Northbound	Mushroom	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes
West	Northbound	Mushroom	Incandescent	Yes	
	Southbound	Mushroom	Incandescent	Yes	
26. Oakland Avenue/ Union Street	North [1]	Westbound	N/A	N/A	No
		Eastbound	N/A	N/A	No
	South	Westbound	Large Arrow/Vibrating	Incandescent/Audio-Tactile	Yes
		Eastbound	Large Arrow/Vibrating	Incandescent/Audio-Tactile	Yes
	East	Northbound	Large Arrow/Vibrating	Incandescent/Audio-Tactile	Yes
		Southbound	Large Arrow/Vibrating	Incandescent/Audio-Tactile	Yes
West [1]	Northbound	N/A	N/A	No	
	Southbound	N/A	N/A	No	
27. Oakland Avenue/ Colorado Boulevard	North	Westbound	None (automatic)	Incandescent	Yes
		Eastbound	None (automatic)	Incandescent	Yes
	South	Westbound	None (automatic)	Incandescent	Yes
		Eastbound	None (automatic)	Incandescent	Yes
	East	Northbound	Small Button	Incandescent	Yes
		Southbound	Small Button	Incandescent	Yes
West	Northbound	Small Button	Incandescent	Yes	
	Southbound	Mushroom	Incandescent	Yes	
28. Oakland Avenue/ Green Street	North	Westbound	None (automatic)	Incandescent	Yes
		Eastbound	None (automatic)	Incandescent	Yes
	South	Westbound	None (automatic)	Incandescent	Yes
		Eastbound	None (automatic)	Incandescent	Yes
	East	Northbound	None (automatic)	Incandescent	Yes
		Southbound	None (automatic)	Incandescent	Yes
West	Northbound	None (automatic)	Incandescent	Yes	
	Southbound	None (automatic)	Incandescent	Yes	
29. Madison Avenue & Union Street	North	Westbound	Automatic	Incandescent	Yes
		Eastbound	Automatic	Incandescent	Yes
	South	Westbound	Automatic	Incandescent	Yes
		Eastbound	Automatic	Incandescent	Yes
	East	Northbound	Automatic	Incandescent	Yes
		Southbound	Automatic	Incandescent	Yes
West	Northbound	Automatic	Incandescent	Yes	
	Southbound	Automatic	Incandescent	Yes	
30. Madison Avenue/ Colorado Boulevard	North	Westbound	None (automatic)	Incandescent	Yes
		Eastbound	None (automatic)	Incandescent	Yes
	South	Westbound	None (automatic)	Incandescent	Yes
		Eastbound	None (automatic)	Incandescent	Yes
	East	Northbound	Mushroom	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes
West	Northbound	Small Button	Incandescent	Yes	
	Southbound	Small Button	Incandescent	Yes	
31. Madison Avenue/ Green Street	North	Westbound	None (automatic)	Incandescent	Yes
		Eastbound	None (automatic)	Incandescent	Yes
	South	Westbound	None (automatic)	Incandescent	Yes
		Eastbound	None (automatic)	Incandescent	Yes
	East	Northbound	None (automatic)	Incandescent	Yes
		Southbound	None (automatic)	Incandescent	Yes
West	Northbound	None (automatic)	Incandescent	Yes	
	Southbound	None (automatic)	Incandescent	Yes	

[1] No crosswalk on this leg of intersection.

EXISTING TRANSIT LINES

Eighteen bus lines operated by four different transportation agencies currently serve the study area. Five of the bus lines are operated by Pasadena Area Rapid Transit System (ARTS), ten of the bus lines, including two 'Rapid Bus' Lines, are operated by the Los Angeles County Metropolitan Transportation Authority (MTA/METRO), two lines are operated by Foothill Transit (FT) and one line (Commuter Express) is operated by the Los Angeles Department of Transportation (LADOT). In addition to these bus lines, the Metro Gold Line, with a station that is located approximately one-third mile from the Project site at Arroyo Parkway and Holly Street serves the study area. A description of these transit lines is provided in the following section:

- ARTS Route 10 - Route 10 is a local east/west line that provides service within the City of Pasadena and travels primarily along Colorado Boulevard and Lake Avenue. This line runs every day, including holidays, at a frequency of approximately 25 minutes during peak commute hours. The western terminus is at the intersection of Orange Grove Boulevard and Colorado Boulevard. The eastern terminus is at the Metro Gold Line Allen Station.
- ARTS Route 20 – Route 20 is a circulator loop line that operates within the City of Pasadena. This line travels in both clockwise and counter-clockwise directions primarily along Lake Avenue, Woodbury Road, Fair Oaks Avenue, Raymond Avenue, Marengo Avenue and California Boulevard. This line runs every day, including holidays, at a frequency of approximately 30 minutes during peak commute hours in the clockwise direction and 20 minutes in the counter-clockwise direction.
- ARTS 40 – Route 40 is a local east-west line that provides service within the City of Pasadena and travels primarily along Raymond Avenue, Marengo Avenue, Los Robles Avenue and Walnut Street within the study area. This line operates every day at a peak frequency of approximately 20 minutes. The western terminus of this line is at the intersection of Raymond Avenue and Holly Street. The eastern terminus is at the Metro Gold Line Sierra Madre Villa Station.
- ARTS 51/52 – Routes 51 and 52 are local north-south lines that provide service across Pasadena. Within the study area these lines share similar routes and travel primarily along Fair Oaks Avenue, Walnut Street, and Raymond Avenue. These lines operate every day at a frequency of approximately 60 minutes. The southern terminus of these lines is at the intersection of Raymond Avenue and Glenarm Street. The northern terminus for Route 51 is at the Art Center College of Design (North Campus) and the northern terminus for Route 52 is at the Jet Propulsion Laboratory.

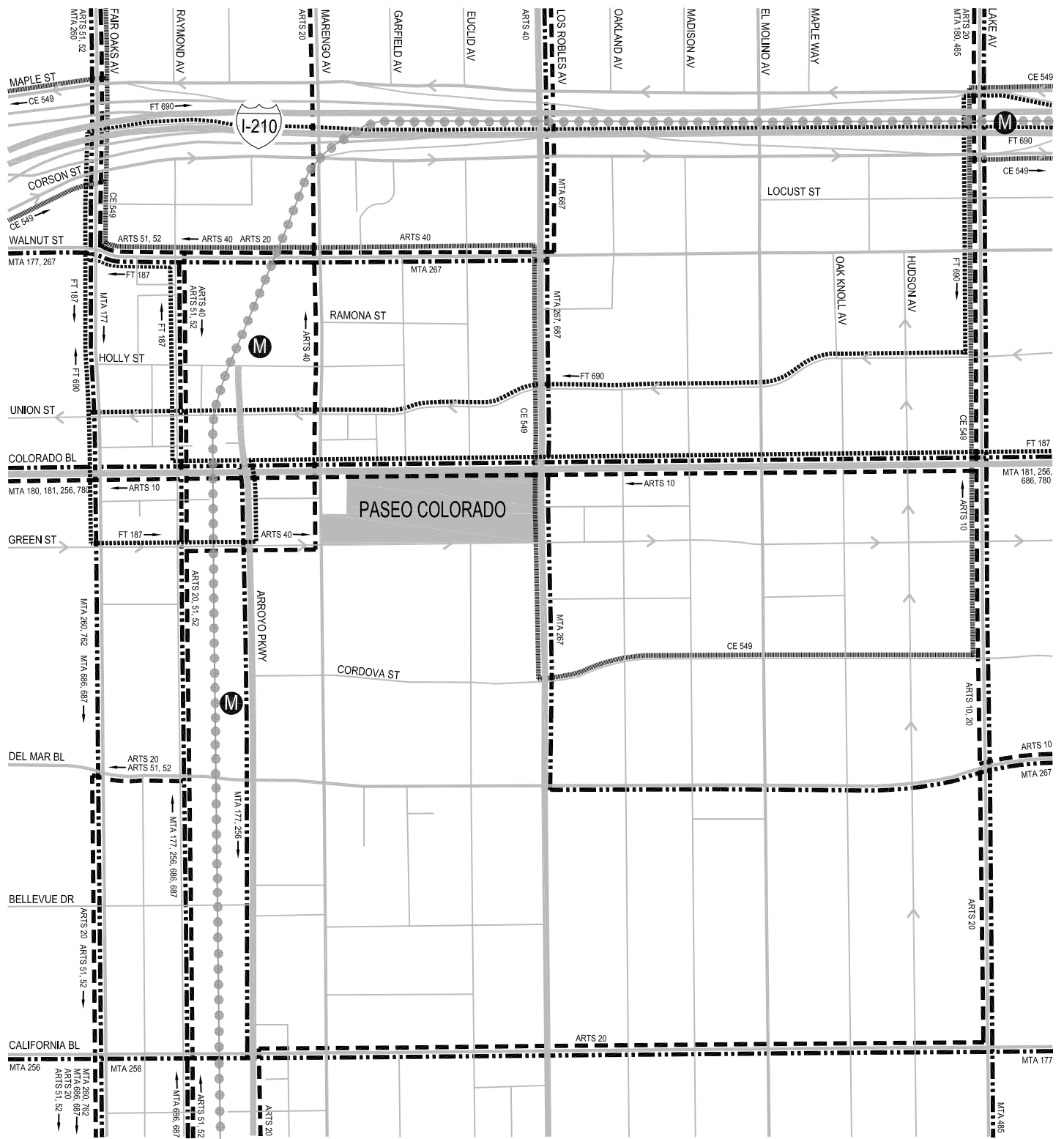
- MTA 177 - Line 177 is a local east/west line that provides service from La Canada Flintridge to Pasadena and travels primarily along Fair Oaks Avenue, Walnut Street, Raymond Avenue, Arroyo Parkway and California Boulevard within the study area. This line runs Monday through Friday at a frequency of approximately 30 minutes during peak commute hours. The western terminus is at the Jet Propulsion Laboratory in La Canada Flintridge. The eastern terminus is at the Metro Gold Line Sierra Madre Villa Station in Pasadena.
- MTA 180 - Line 180 is a local east/west line that provides service from Hollywood to Altadena and travels primarily along Colorado Boulevard and Lake Avenue within the study area. This line runs every day, including holidays, at a frequency of approximately 15 minutes during peak commute hours. The western terminus is at the intersection of Hollywood Boulevard and Vine Street in Hollywood. The eastern terminus is at the intersection of Lake Avenue and Altadena Drive in Altadena.
- MTA 181 - Line 181 is a local east/west line that provides service from Hollywood to Pasadena and travels primarily along Colorado Boulevard within the study area. This line runs every day, including holidays, at a frequency of approximately 30 minutes. The western terminus is at the intersection of Hollywood Boulevard and Vine Street in Hollywood. The eastern terminus is at the Metro Gold Line Sierra Madre Villa Station in Pasadena.
- MTA 256 - Line 256 is a local north/south line that provides service from the City of Commerce to Altadena and travels primarily along Colorado Boulevard, California Avenue, Raymond Avenue, and Arroyo Parkway within the study area. This line runs every day, including holidays, at a frequency of approximately 45 minutes during peak commute hours. The southern terminus is at the intersection of Eastern Avenue and Union Pacific Avenue in Commerce. The northern terminus is at the intersection of Lake Avenue and Mendocino Street in Altadena.
- MTA 260 - Line 260 is a local north/south line that provides service from Altadena to Compton and travels primarily along Fair Oak Avenue within the study area. This line runs every day, including holidays, at a frequency of approximately 12 minutes during peak hours. The southern terminus is at the Metro Blue Line Artesia Station in Compton. The northern terminus is at the intersection of Fair Oaks Avenue and Loma Alta Drive in Altadena.
- MTA 267 - Line 267 is a local north/south line that provides service from Altadena to El Monte and travels primarily along Los Robles Avenue, Del Mar Boulevard and Walnut Street within the study area. This line runs every day, including holidays, at a frequency of approximately 30 minutes during peak hours. The southern terminus is at the Metro El Monte Bus Station. The northern terminus is at the intersection of Lake Avenue and Altadena Drive in Altadena.
- MTA 686 - Line 686 is a local north/south line that provides service from Altadena to Pasadena and travels primarily along Colorado Boulevard, Raymond Avenue and Fair

Oaks Avenue within the study area. This line runs every day, including holidays, at a frequency of approximately 35 minutes during peak commute hours. The southern terminus is at the intersection of Raymond Avenue and Glenarm Street in Pasadena. The northern terminus is at the intersection of Allen Avenue and New York Drive in Altadena.







- MTA 687 – Line 687 is a local north-south line that provides service between Altadena and Pasadena traveling primarily along Colorado, Los Robles Avenue, Raymond Avenue and Fair Oaks Avenue within the study area. This line runs every day, including holidays at a 16-minute frequency during peak commute hours. The northern terminus of this line is at the intersection of Lake Avenue and Altadena Drive in Altadena. The southern terminus is at the intersection of Arroyo Parkway and Glenarm Street in Pasadena.
- MTA 762 – Line 762 is a north/south ‘Rapid Bus Line’ that provides service from Compton to Pasadena. Route 762 travels primarily along Fair Oaks Avenue within the study area. This line runs Monday through Saturday at a frequency of approximately 15-20 minutes during peak commute hours. No service is provided on Sunday and holidays. The southern terminus is at the Metro Blue Line Artesia Station in Compton. The northern terminus is at the intersection of Fair Oaks Avenue and Colorado Boulevard in Pasadena.
- MTA 780 - Line 780 is an east/west ‘Rapid Bus Line’ that provides service from Hollywood to Pasadena. Route 780 travels primarily along Colorado Boulevard within the study area. This line runs Monday through Friday at a frequency of approximately 10 minutes during peak commute hours. The western terminus is at the Hollywood/Vine Metro Station. The eastern terminus is at the intersection of Hill Street and Colorado Boulevard adjacent to Pasadena City College.
- METRO GOLD LINE – The Metro Gold Line is a north/south light rail line that provides service to Pasadena, South Pasadena, Los Angeles and East Los Angeles. A Gold Line Station (Memorial Park) is located approximately 1/3 mile from the Project site at Arroyo Parkway and Holly Street. This line runs every day, including holidays, at a frequency of approximately 6 minutes during peak weekday commute hours. The northern terminus is at the Metro Sierra Madre Villa Station in Pasadena. The southern terminus is at the Metro Atlantic Station in East Los Angeles. The Metro Gold Line is planned to be extended to the City of Montclair in the future. Phase I of this extension would provide service to the City of Azusa and is expected to be open for service by 2016.
- FT 187 - Line 187 is a local east/west line that provides service from Pasadena to Claremont and travels primarily along Colorado Boulevard, Fair Oaks Avenue, Walnut Street and Raymond Avenue within the study area. This line runs every day, including holidays, at a frequency of approximately 20 minutes. The western terminus is at the intersection of Raymond Avenue and Walnut Street in Pasadena. The eastern terminus is at the Montclair Transit Center on Richton Street in Montclair.

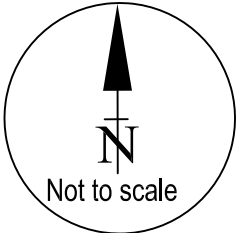
- FT 690 - Line 690 is an express service east/west line that provides service from Pasadena to Montclair and travels primarily along Lake Avenue, Union Street and Fair Oaks Avenue within the study area. This line runs Monday through Friday at a frequency of approximately 30 minutes. No service is provided on weekends and holidays. The western terminus is at the intersection of Fair Oaks Avenue and Walnut Street in Pasadena. The eastern terminus is at the Montclair Transit Center on Richton Street in Montclair.
- LADOT CE 549 - Line 549 is an east/west commuter express line that provides service from Encino to Pasadena and travels primarily along Fair Oaks Avenue, Walnut Street, Los Robles Avenue, Cordova Street and Lake Avenue within the study area. This line runs Monday through Friday at a frequency of approximately 30 minutes. The western terminus is at the Encino Park and Ride (near the intersection of Hayvenhurst Avenue and Magnolia Boulevard). The eastern terminus is at the intersection of Lake Avenue and Maple Street in Pasadena.

These transit lines within the study area are illustrated in Figure 4. Table 5 provides a list of the bus stops for these bus lines that are within approximately 1,300 feet (¼-mile) of the project site. The table includes the existing amenities at each stop. As indicated in the table, there are 40 bus stops within the study area. A photograph of each bus stop location is included in Appendix E.



LEGEND :

	- LOS ANGELES COUNTY (MTA) METROPOLITAN TRANSPORTATION AUTHORITY		- CITY OF PASADENA (ARTS) AREA RAPID TRANSIT SYSTEM
	- CITY OF LOS ANGELES (CE) COMMUTER EXPRESS		- METRO GOLD LINE STATION
	- FOOTHILL TRANSIT (FT)		- PROJECT SITE



**FIGURE 4
EXISTING TRANSIT LINES**

TABLE 5
EXISTING BUS STOPS SERVING THE STUDY AREA

Street	Bus Stop Location			Side of Intersection (Near or Far)	Amenities	Bus Lines Served [1]
	Cross Street	Direction of Travel	Direction of Travel			
1. Raymond Avenue	Walnut Street	North	Near	Bench, Trash Can, Bike Rack	MTA Layover, MTA 260, MTA 762; FT 187	
2. Raymond Avenue	Holly Street	North	Far	Bench, Trash Can, ARTS Bus Schedule	MTA 177; ARTS 20, 51, 52	
3. Raymond Avenue	Holly Street	South	Near	Bench, Trash Can, ARTS Bus Schedule	ARTS 20, 40, 51, 52	
4. Raymond Avenue	Union Street	North	Near	Bench, Trash Can, ARTS Bus Schedule	MTA 177; ARTS 20, 51, 52; FT 187	
5. Raymond Avenue	Union Street	South	Far	Bench, ARTS Bus Schedule	ARTS 20, 40, 51, 52	
6. Raymond Avenue	Green Street	North	Near	Bench, Trash Can	MTA 177, 256, 686, 687; ARTS 20, 51, 52	
7. Raymond Avenue	Green Street	South	Far	Bench, Trash Can	ARTS 20, 51, 52	
8. Raymond Avenue	Del Mar Boulevard	North	Far	Bench, Trash Can	MTA 177, 256, 686, 687; ARTS 20, 51, 52	
9. Raymond Avenue	Del Mar Boulevard	South	Near	Bench, Trash Can	ARTS 20, 51, 52	
10. Arroyo Parkway	Cordova Street	South	Near	None	MTA 177, 256	
11. Arroyo Parkway	Green Street	South	Far	Shelter with Bench, Trash Can	MTA 177, 256	
12. Marengo Avenue	Holly Street	North	Far	Bench	ARTS 40	
13. Los Robles Avenue	Union Street	NB	Far	Bench, Trash Can	MTA 267, 687	
14. Los Robles Avenue	Union Street	SB	Far	Bench, 2 Trash Cans	MTA 267, 687	
15. Los Robles Avenue	Colorado Boulevard	NB	Far	Shelter with 2 Benches, Trash Can	MTA 267, 687; LADOT CE 549	
16. Los Robles Avenue	Colorado Boulevard	SB	Far	Shelter with 3 Benches, Trash Can	MTA 267; LADOT CE 549	
17. Los Robles Avenue	Green Street	SB	Far	Bench, Trash Can	MTA 267	
18. Los Robles Avenue	Green Street	NB	Far	Shelter with Bench, Trash Can	MTA 267	
19. Los Robles Avenue	El Dorado Street	NB	Near	Shelter with 2 Benches, Trash Can, Amtrak Map	Amtrak	
20. Los Robles Avenue	Cordova Street	NB	Far	Bench, Trash Can	MTA 267; LADOT CE 549	
21. Los Robles Avenue	Cordova Street	SB	Far	None	MTA 267	
22. Union Street	Garfield Avenue	West	Far	Bench, Trash Can	FT 690	
23. Union Street	Los Robles Avenue	WB	Near	Bench	FT 690	
24. Colorado Boulevard	Raymond Avenue	West	Far	Bench, Bike Rack	MTA 180, 181; ARTS 10	
25. Colorado Boulevard	Raymond Avenue	East	Far	Bench, Trash Can	MTA 177, 180, 181, 256, 686, 687; FT 187	
26. Colorado Boulevard	Arroyo Parkway	West	Far	Bench, Trash Can, Bike Rack	MTA 180, 181, 686, 687; FT 187; ARTS 10	
27. Colorado Boulevard	Arroyo Parkway	East	Far	Shelter with Bench, Trash Can	MTA 180, 181, 256, 686, 687; FT 187	
28. Colorado Boulevard	Marengo Avenue	East	Far	None	MTA 180, 181, 256, 686, 687	
29. Colorado Boulevard	Marengo Avenue	West	Far	Shelter with Bench, Trash Can	MTA 180, 181, 256, 686, 687; ARTS 10	
30. Colorado Boulevard	Garfield Avenue	EB	Far	Shelter with Bench, Trash Can, NextBus	MTA 180, 181, 256, 686, 687	
31. Colorado Boulevard	Garfield Avenue	WB	Far	Shelter with Bench, 2 Trash Cans, ARTS Map	MTA 180, 181, 256, 686, 687; ARTS 10; FT 187	
32. Colorado Boulevard	Euclid Avenue	WB	Far	Shelter with Bench, Trash Can, ARTS Map	MTA 180, 181, 256, 686, 687; ARTS 10; FT 187	
33. Colorado Boulevard	Los Robles Avenue	EB	Far	2 Benches, Trash Can, MTA Map	MTA 180, 181, 256, 686, Rapid Bus 780; FT 187	
34. Colorado Boulevard	Los Robles Avenue	WB	Far	Bench	MTA 180, 181, 256, 686, 687, Rapid Bus 780; ARTS 10; FT 187	
35. Colorado Boulevard	Oakland Avenue	EB	Far	Bench, Trash Can	MTA 256, 686	
36. Colorado Boulevard	Oakland Avenue	WB	Far	Bench, Trash Can	MTA 181, 256, 686; ARTS 10	
37. Colorado Boulevard	Madison Avenue	EB	Far	Shelter with Bench, Trash Can	MTA 180, 181, 256, 686	
38. Colorado Boulevard	Madison Avenue	WB	Far	Bench, Trash Can	MTA 180, 181, 256, 686; ARTS 10	
39. Green Street	Raymond Avenue	East	Near	Bench, Trash Can	FT 187	
40. Green Street	Arroyo Parkway	East	Near	None	ARTS 40	

[1] Bus lines are operated by the following agencies:

- Pasadena Area Rapid Transit System (ARTS)
- Los Angeles County Metropolitan Transportation Authority (MTA)
- FootHill Transit (FT)
- Los Angeles Department of Transportation Commuter Express (LADOT CE)

III. PROJECT TRAFFIC PROJECTIONS

In order to properly evaluate the potential impact of the Proposed Project on the local street system, estimates of the Project traffic volumes were developed. The traffic generated by the Proposed Project was estimated and assigned separately to the street system. The addition of Project traffic and baseline (2013) traffic volumes represents the Baseline (2013) plus Project scenario. Traffic projections for future scenarios are described in the next chapter.

PROJECT TRAFFIC VOLUMES

The development of traffic generation estimates for the Proposed Project involves the use of a three-step process: trip generation, trip distribution and trip assignment.

Project Trip Generation

The Paseo Colorado Center currently contains the following uses (in gross floor area unless indicated otherwise):

- Retail Use – 377,526 square feet of GLA (gross leasable area)
- Grocery Store – 38,118 square feet
- Fine/Casual Restaurant Use – 66,390 square feet
- Outdoor Dining - 5,913 square feet
- Fast-Food Restaurant Use – 13,127 square feet
- Cineplex – 2,746 seats that includes
 - Restaurant - 2,020 square feet (including 887 square feet of outdoor dining)
- Health Club – 24,559 square feet
- Residential – 387 dwelling units

Implementation of the Proposed Project consists of land use changes to the Center including demolition of a department store and retail/fast-food restaurant uses, construction of a 100 (multi-family) dwelling units and 179-room hotel with associated retail and restaurant uses and conversion of existing retail and supermarket uses.

The resulting proposed uses at the Center would consist of the following (in gross floor area unless indicated otherwise):

- Hotel – 179 rooms
 - Accessory Retail – 5,744 square feet
 - Restaurant Seating Area – 2,700 square feet
- Retail Use – 253,803 square feet of GLA (gross leasable area)
- Fine/Casual Restaurant Use – 87,835 square feet
- Outdoor Dining – 10,013 square feet
- Fast-Food Restaurant – 12,197 square feet
- Cineplex – 2,746 seats that includes
 - Restaurant - 2,020 square feet (including 887 square feet of outdoor dining)
- Health Club – 24,559 square feet
- Residential – 487 dwelling units

Utilizing the rates and equations from the *Trip Generation Manual*, 9th Edition, Institute of Transportation Engineers, 2012, the trip generation for the existing on-site uses and proposed on-site uses of the Center was determined. Table 6 presents details of the trip generation including type of use, size, applicable rate and trip generation estimates. Other calculations within the tables also provide for trip generation adjustments due to transit, internal capture, and pass-by trips.

As indicated in Table 6, the existing on-site uses at the Center have a total trip generation of approximately 27,042 daily trips of which 770 trips occur during the morning peak hour and 2,201 trips during the evening peak hour.

It can be observed from Table 6 that the proposed on-site uses would result in a total trip generation of approximately 29,909 daily trips of which 878 trips would occur during the morning peak hour and 2,416 trips during the evening peak hour. Therefore, the Proposed Project would result in a net total trip generation of 2,867 daily trips, 108 trips during the morning peak hour and 215 trips during the evening peak hour. It is worth noting that these trip generation calculations do not take into account trip credit due to the demolition of the Macy's Department Store building that has been part of the center for the last three decades.

**TABLE 6
ESTIMATED PROJECT TRIP GENERATION**

	Size	Daily	AM Peak Hour			PM Peak Hour		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed On-Site Uses								
Retail	253,803 s.f.	12,441	171	104	275	537	581	1,118
Quality Restaurant [1]	99,868 s.f.	8,983	41	40	81	501	247	748
Fast-Food Restaurant	12,197 s.f.	8,733	321	214	535	163	156	319
Health Club	24,559 s.f.	809	18	17	35	50	37	87
Cineplex	2,746 seats	4,943	8	8	16	237	158	395
Apartments	487 d.u.	3,075	48	194	242	186	100	286
Hotel	179 rooms	1,597	70	50	120	61	64	125
Accessory Retail	5,744 s.f.	230	4	3	7	11	10	21
Hotel Restaurant	2,700 s.f.	243	1	1	2	13	7	20
Overall On-Site Uses: Proposed Conditions - Total Trip Generation		41,054	682	631	1,313	1,759	1,360	3,119
Total Trip Generation - Less 10% Transit Trips		36,949	614	568	1,182	1,583	1,224	2,807
<u>Internal Capture</u>								
*Restaurant - Internal Capture (10%) [2]		(830)	(4)	(4)	(8)	(46)	(23)	(69)
*Fast-Food Restaurant - Internal Capture (50%)		(3,930)	(144)	(96)	(240)	(73)	(70)	(143)
<u>Pass-By Trips</u>								
**Retail - Pass-By (10%) Trips [3]		(1,140)	(13)	(12)	(25)	(52)	(51)	(103)
**Restaurant - Pass-By (10%) Trips [2]		(747)	(4)	(3)	(7)	(31)	(31)	(62)
**Fast-Food Restaurant - Pass-By (10%) Trips		(393)	(12)	(12)	(24)	(7)	(7)	(14)
A) Overall On-Site Trips: Proposed Conditions		29,909	437	441	878	1,374	1,042	2,416
Existing On-Site Uses								
Retail	377,526 s.f.	16,105	218	133	351	700	759	1,459
Supermarket	38,118 s.f.	3,897	81	49	130	194	187	381
Quality Restaurant [1]	74,323 s.f.	6,685	30	30	60	373	184	557
Fast-Food Restaurant	13,127 s.f.	9,399	346	230	576	175	168	343
Health Club	24,559 s.f.	809	18	17	35	50	37	87
Cineplex	2,746 seats	4,943	8	8	16	237	158	395
Apartments	387 d.u.	2,469	39	154	193	150	81	231
<u>Removal of Department Store [4]</u>								
Retail	(151,570) s.f.	(6,466)	(87)	(54)	(141)	(281)	(305)	(586)
Overall On-Site Uses: Existing Conditions - Total Trip Generation		37,841	653	567	1,220	1,598	1,269	2,867
Total Trip Generation - Less 10% Transit Trips		34,057	588	510	1,098	1,438	1,142	2,580
<u>Internal Capture</u>								
*Restaurant - Internal Capture (10%) [1]		(602)	(3)	(3)	(6)	(34)	(17)	(51)
*Fast-Food Restaurant - Internal Capture (50%)		(4,230)	(156)	(104)	(260)	(79)	(76)	(155)
<u>Pass-By Trips</u>								
*Retail - Pass-By (10%) Trips		(868)	(10)	(9)	(19)	(40)	(39)	(79)
*Supermarket - Pass-By (10%) Trips		(351)	(6)	(6)	(12)	(17)	(17)	(34)
**Restaurant - Pass-By (10%) Trips [1]		(541)	(3)	(2)	(5)	(23)	(22)	(45)
**Fast-Food Restaurant - Pass-By (10%) Trips		(423)	(13)	(13)	(26)	(8)	(7)	(15)
B) Overall On-Site Trips: Existing Conditions		27,042	397	373	770	1,237	964	2,201
Trip Generation Summary								
A) Overall On-Site Trips: Proposed Conditions		29,909	437	441	878	1,374	1,042	2,416
B) Overall On-Site Trips: Existing Conditions		27,042	397	373	770	1,237	964	2,201
Net Proposed Project Total Trip Generation (A-B)		2,867	40	68	108	137	78	215

* Trips determined after reduction of transit trips.

** Trips determined after reduction of transit trips and internal capture.

[1] Includes 2,020 s.f. of cineplex restaurant use.

[2] Includes hotel restaurant and cineplex restaurant components.

[3] Includes hotel retail component.

[4] Trip generation estimates for department store calculated using effective trip generation rate of overall existing retail.

TABLE 6 (continued)
ESTIMATED PROJECT TRIP GENERATION - TRIP RATES

Trip Rates [5]								
Apartments (ITE Land Use Code 220)	Trips per Dwelling Unit	[6]	20%	80%	[6]	65%	35%	[6]
Hotel (ITE Land Use Code 310)	Trips per Occupied Room	8.92	58%	42%	0.67	49%	51%	0.70
Health Club (ITE Land Use Code 492)	Trips per 1,000 s.f. GFA	32.93	50%	50%	1.41	57%	43%	3.53
Retail/Shopping Center (ITE Land Use Code 820)	Trips per 1,000 s.f. GLA	[7]	62%	38%	[7]	48%	52%	[7]
Supermarket (ITE Land Use Code 850)	Trips per 1,000 s.f. GFA	102.24	62%	38%	3.40	51%	49%	[8]
Quality Restaurant (ITE Land Use Code 931)	Trips per 1,000 s.f. GFA	89.95	50%	50%	0.81	67%	33%	7.49
Fast-Food w/o Drive-Through (ITE Land Use Code 933)	Trips per 1,000 s.f. GFA	716	60%	40%	43.87	51%	49%	26.15
Specialty Retail [9] (SANDAG Land Use Code)	Trips per 1,000 s.f. GLA	40.00	60%	40%	[10]	50%	50%	[10]
Multiplex Movie Theater [9] (SANDAG Land Use Code)	Trips per Seat	1.8	50%	50%	[11]	60%	40%	[11]

[5] Trip generation rates from the *Trip Generation Manual*, 9th Edition, ITE 2012, unless otherwise noted.

[6] Trip generation rates for apartment was calculated using the following equations:

$$\begin{aligned} \text{Daily:} & T = 6.06 (X) + 123.56 \\ \text{AM Peak Hour:} & T = 0.49 (X) + 3.73 \\ \text{PM Peak Hour:} & T = 0.55 (X) + 17.65 \end{aligned}$$

Where:
 T = Two-way volume of traffic (total trip-ends)
 X = Number of dwelling units

[7] Trip generation for retail was calculated using the following formulas:

$$\begin{aligned} \text{Daily:} & \ln(T) = 0.65 \ln(X) + 5.83 \\ \text{AM Peak Hour:} & \ln(T) = 0.61 \ln(X) + 2.24 \\ \text{PM Peak Hour:} & \ln(T) = 0.67 \ln(X) + 3.31 \end{aligned}$$

Where:
 \ln = Natural logarithm
 T = Two-way volume of traffic (total trip-ends)
 X = Area in 1,000 square feet of gross leasable area

[8] PM trip generation for supermarket was calculated using the following formula:

$$\text{PM Peak Hour:} \quad \ln(T) = 0.74 \ln(X) + 3.25$$

Where:
 \ln = Natural logarithm
 T = Two-way volume of traffic (total trip-ends)
 X = Area in 1,000 square feet of gross floor area

[9] *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, SANDAG, April 2002

[10] AM peak hour is 3% of Daily Trips. PM peak hour is 9% of Daily Trips.

[11] AM peak hour is 1/3% of Daily Trips and PM peak hour is 8% of Daily Trips.

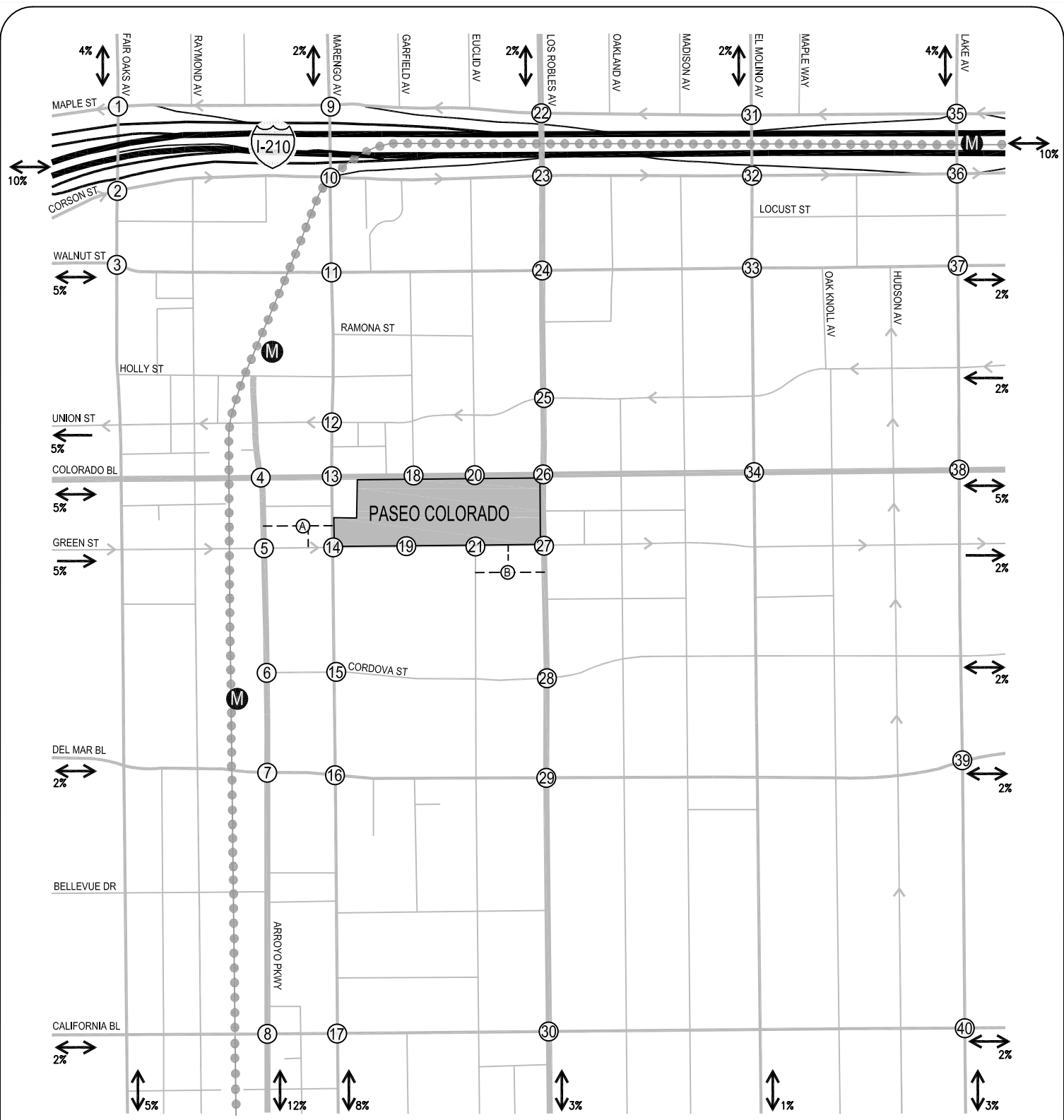
An analysis of traffic conditions for the scenario where trip credit for the demolition of the Macys' Department Store was taken into account has also been conducted. This analysis is presented in Appendix F of this report.

Project Trip Distribution

The regional geographic trip distribution for the shopping center components was based on directional traffic distribution from existing traffic patterns observed in the current counts as well as professional judgment and local knowledge of travel patterns within the study area. The trip distribution for the hotel component was determined using the methodology described in Appendix D of the *2010 Congestion Management Program, Los Angeles County Metropolitan Transportation Authority* as well as existing traffic patterns and engineering judgment. The resulting geographic distribution was determined to be the following:

	<u>Shopping Center Uses</u>	<u>Hotel</u>	<u>Residential</u>
• To and From the North:	14%	16%	15%
• To and From the South:	32%	25%	21%
• To and From the East:	25%	31%	34%
• To and From the West:	29%	28%	30%

The general trip distribution percentages for shopping center uses are shown in Figure 5, the hotel component trip distribution is shown in Figure 6, and that for the residential use is shown in Figure 7. Based on these distribution assumptions, location and points of access of the Center's driveways to the various parking areas (Paseo Colorado Center Subterranean Parking Structure, Marengo Parking Structure and Los Robles Parking Structure), and net trip generation from the Proposed Project components, traffic estimates of project-only trips were developed. The overall net project-only trips are presented in Figure 8. It is worth noting that pass-by trip credit was not taken at study intersections adjacent to the Project site. The intersection level trip distribution percentages and net project trips of the individual uses are included in Appendix G.



LEGEND:

- xx% - Percent Trip Distribution
- # - Analyzed Intersection
- - Project Site
- M - Metro Gold Line Station
- A - Marengo Parking Structure
- B - Los Robles Parking Structure

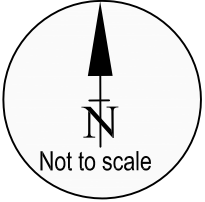
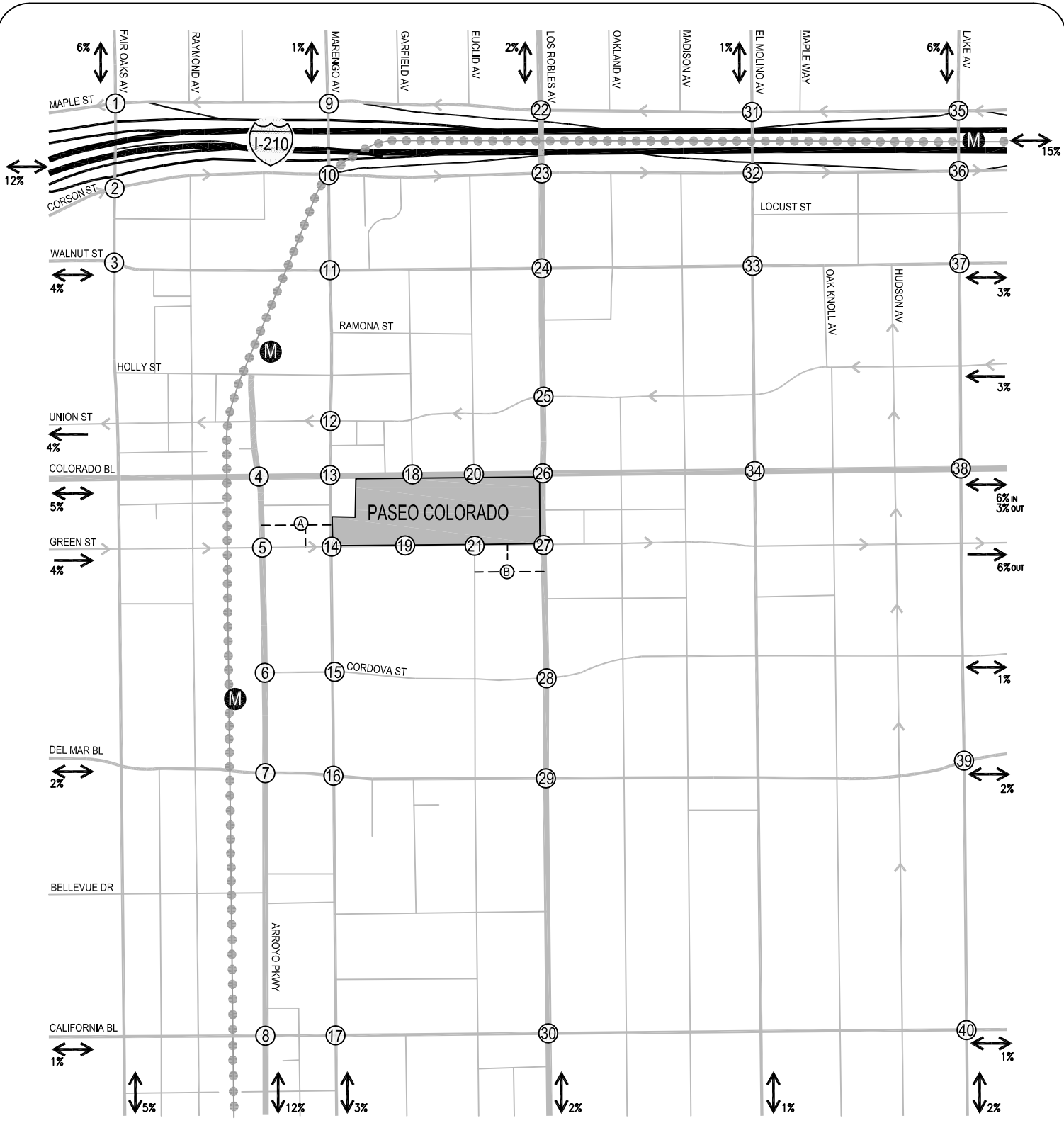


FIGURE 5
SHOPPING CENTER USES - GENERAL TRIP DISTRIBUTION



LEGEND:

- xx% - Percent Trip Distribution
- # - Analyzed Intersection
- - Project Site
- M - Metro Gold Line Station
- A - Marengo Parking Structure
- B - Los Robles Parking Structure

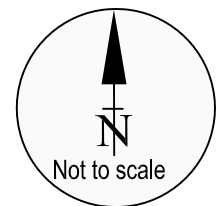


FIGURE 6
HOTEL - GENERAL TRIP DISTRIBUTION

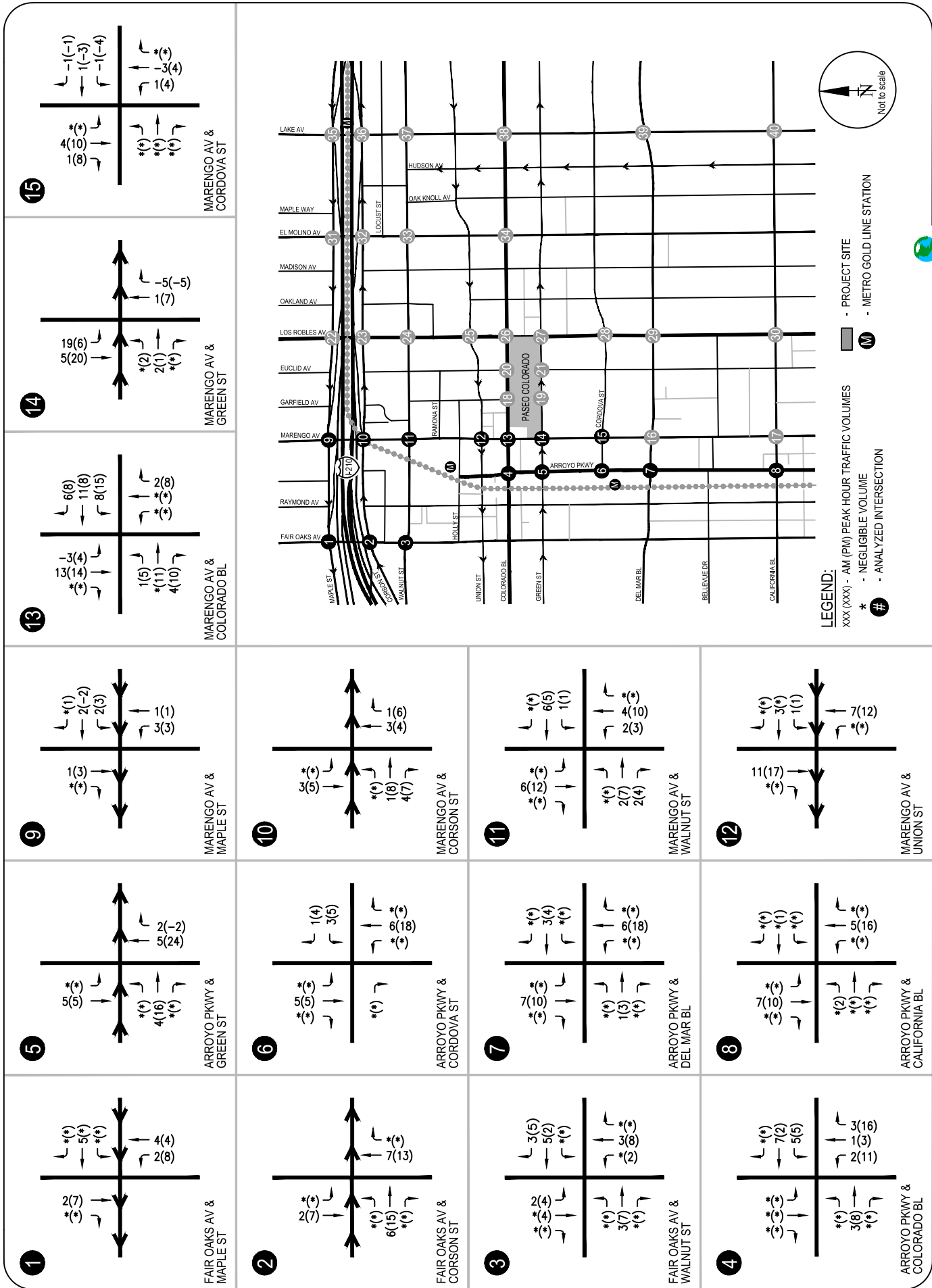


FIGURE 8A
 OVERALL NET PROJECT TRIPS PEAK HOUR TRAFFIC VOLUMES

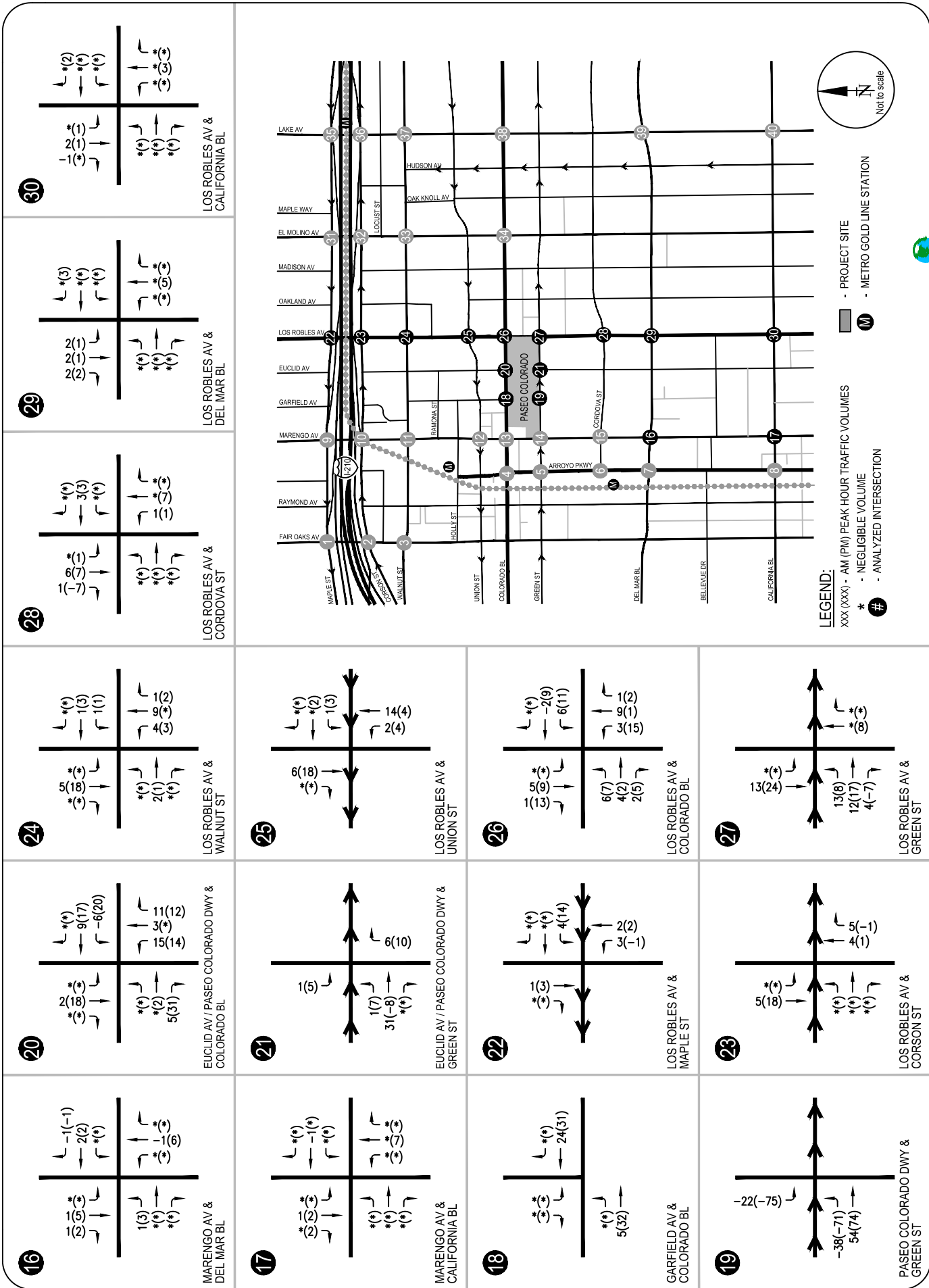


FIGURE 8B
 OVERALL NET PROJECT TRIPS PEAK HOUR TRAFFIC VOLUMES

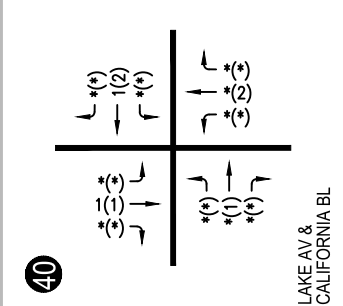
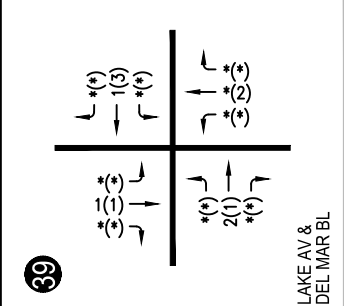
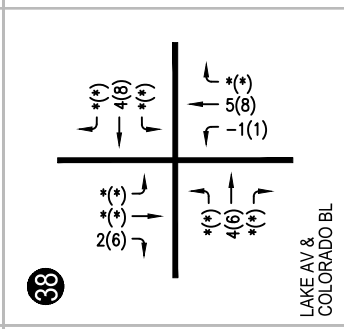
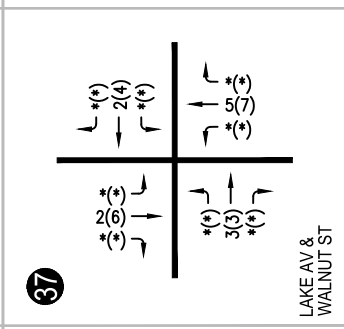
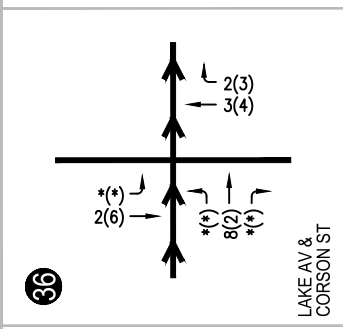
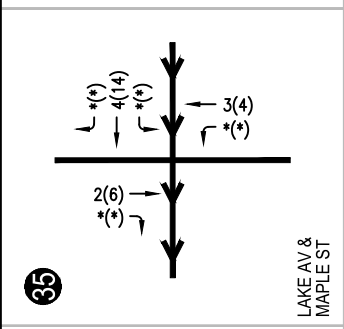
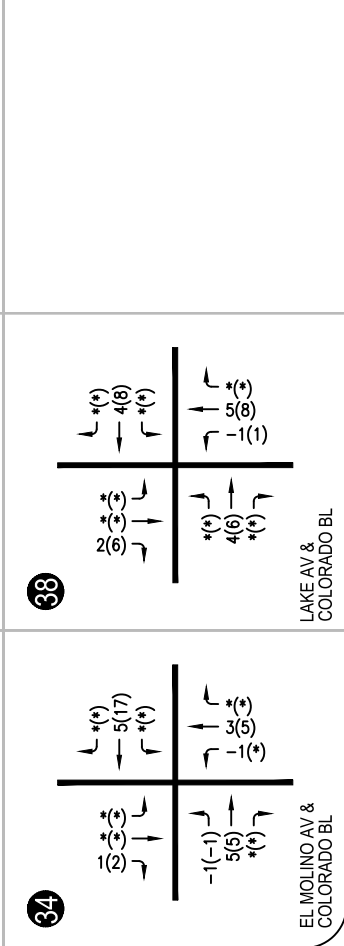
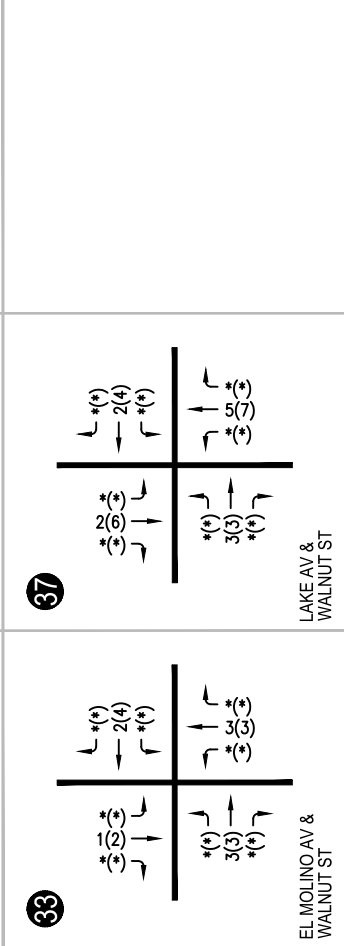
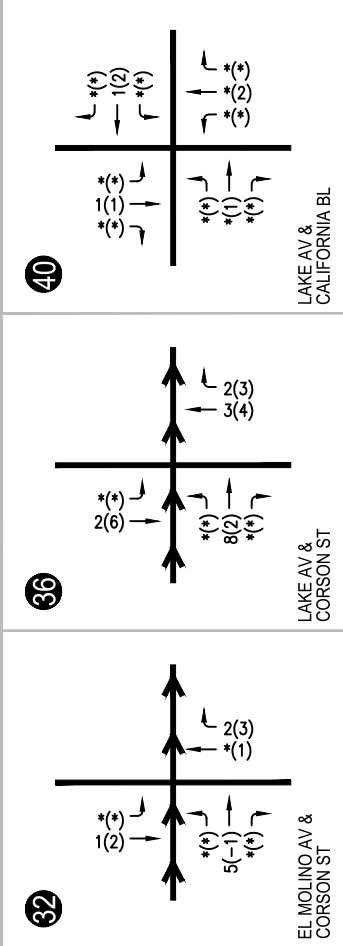
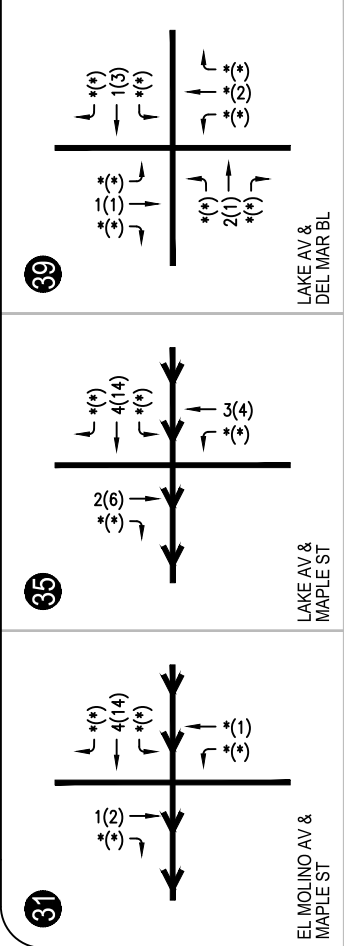
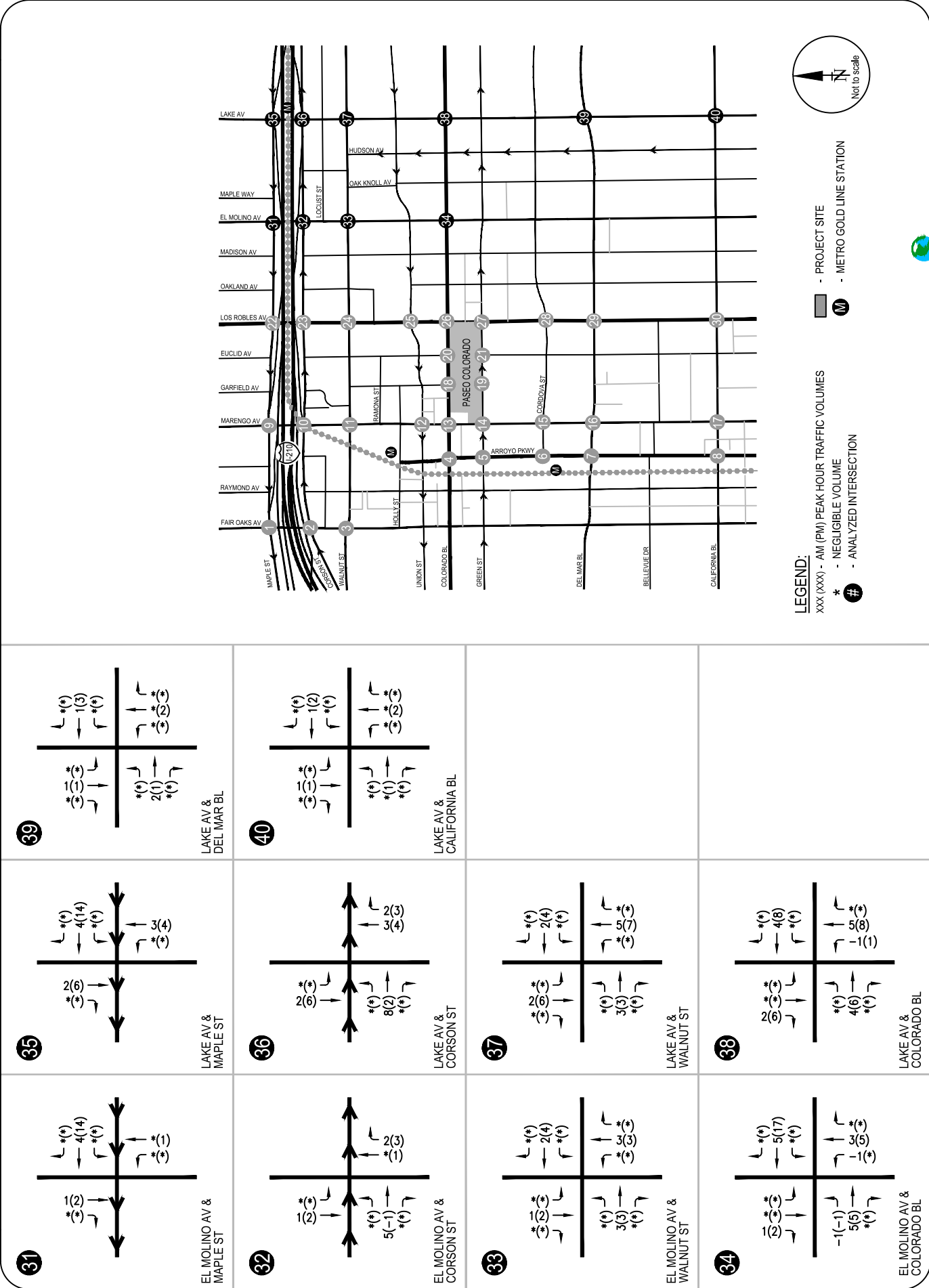


FIGURE 8C
OVERALL NET PROJECT TRIPS PEAK HOUR TRAFFIC VOLUMES

BASELINE (2013) TRAFFIC VOLUMES

At the time when the existing (2013) traffic counts were collected, approximately 106,661 square feet of retail uses (not including Macy's Department Store) at the Paseo Colorado Center were vacant. Since this retail use was not operational, these existing site trips were not accounted for in the existing traffic counts. In order to estimate the overall magnitude of the effects of the Proposed Project on the regional transportation system, baseline traffic with all existing site trips including trips associated with the vacant retail uses need to be determined. This has been accomplished by adding the trip associated with the vacated retail uses to the existing traffic counts.

The trip generation evaluation for the vacant retail uses is summarized in Table 7. As indicated in the table, the vacant retail uses are projected to generate a net total of 3,685 daily trips, 80 trips during the morning peak hour and 334 trips during the evening peak hour.

Based on the shopping center (retail) distribution assumptions, location and points of access of the Center's driveways to the various parking areas, and net trip generation from the vacant retail uses, traffic estimates for these trips were developed. The net project trips (AM and PM peak hour traffic estimates) for the vacant retail uses are included in Appendix G.

Utilizing the vacant retail's traffic estimates developed for both AM and PM peak hours, traffic forecasts for the Baseline (2013) conditions were developed. The existing (2013) traffic volumes were combined with the vacant retail uses traffic volumes to obtain the Baseline (2013) traffic volume forecasts. The Baseline (2013) traffic volumes during both AM and PM peak hours are presented in Figure 9.

The existing environmental setting normally constitutes the baseline conditions against which a lead agency determines whether an impact is significant. However, the use of past or hypothetical conditions as the baseline is appropriate where, as here, it is necessary to evaluate current traffic impacts resulting from the existing uses on site.

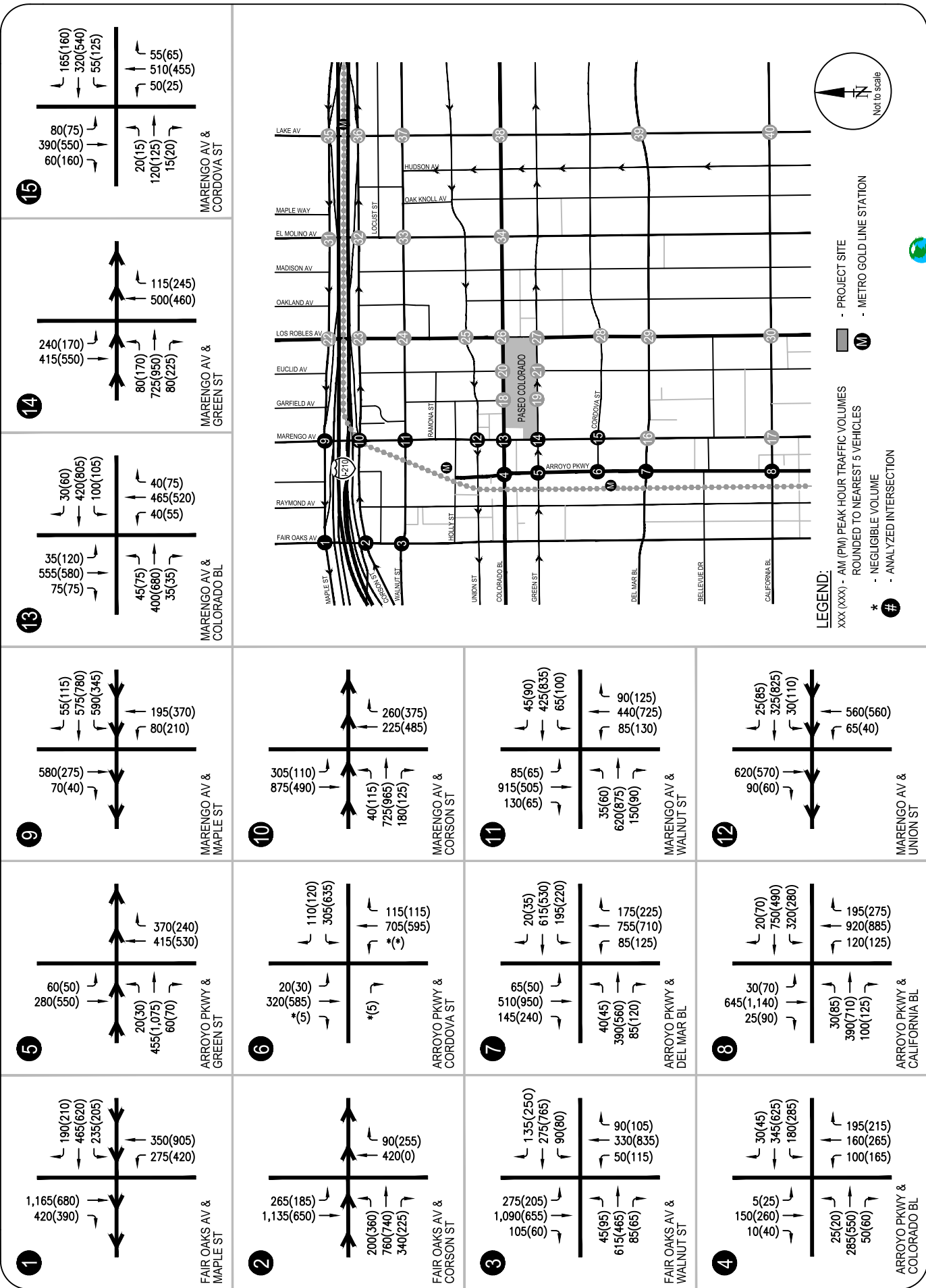
**TABLE 7
ESTIMATED TRIP GENERATION - EXISTING VACANT RETAIL [1]**

	Size	Daily	AM Peak Hour			PM Peak Hour		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Existing Vacant Retail [2]								
Retail	106,661 s.f.	4,550	61	38	99	198	214	412
Total Trip Generation - Less 10% Transit Trips		4,095	55	34	89	178	193	371
<u>Pass-By Trips</u>								
	*Retail - Pass-By (10%) Trips	(410)	(5)	(4)	(9)	(19)	(18)	(37)
Existing Vacant Retail		3,685	50	30	80	159	175	334

* Trips determined after reduction of transit trips.

[1] Total vacant space on 5/31/2013. Does not include Macy's Department Store.

[2] Trip generation estimates for vacant retail uses calculated using effective trip generation rate of the overall existing retail (shown in Table 6).



1
 FAIR OAKS AV & MAPLE ST
 1,165(680) ←
 420(390) ←
 190(210) ←
 465(620) ←
 235(205) ←
 350(905) →
 275(420) →

2
 FAIR OAKS AV & CORSON ST
 265(185) ←
 1,135(650) ←
 200(360) ←
 760(740) ←
 340(225) ←
 90(255) →
 420(0) →

3
 FAIR OAKS AV & WALNUT ST
 275(205) ←
 1,090(655) ←
 105(60) ←
 45(95) ←
 615(465) ←
 85(65) ←
 135(250) →
 275(765) →
 90(80) →
 90(105) →
 330(835) →
 50(115) →

4
 FAIR OAKS AV & COLORADO BL
 5(25) ←
 150(260) ←
 10(40) ←
 25(20) ←
 285(550) ←
 50(60) ←
 30(45) →
 345(625) →
 180(285) →
 195(215) →
 160(265) →
 100(165) →

5
 ARROYO PKWY & GREEN ST
 60(50) ←
 280(550) ←
 20(30) ←
 455(1,075) ←
 60(70) ←
 370(240) →
 415(530) →

6
 ARROYO PKWY & CORDOVA ST
 110(120) ←
 305(635) ←
 20(30) ←
 320(585) ←
 *(5) ←
 115(115) →
 705(595) →
 *(5) →

7
 ARROYO PKWY & DEL MAR BL
 20(35) ←
 615(530) ←
 195(220) ←
 65(50) ←
 510(950) ←
 145(240) ←
 40(45) →
 390(560) →
 85(120) →
 175(225) →
 755(710) →
 85(125) →

8
 ARROYO PKWY & CALIFORNIA BL
 20(70) ←
 750(490) ←
 320(280) ←
 645(1,140) ←
 25(90) ←
 30(70) ←
 30(85) ←
 390(710) ←
 100(125) ←
 195(275) →
 920(885) →
 120(125) →

9
 MARENGO AV & MAPLE ST
 55(115) ←
 575(780) ←
 590(345) ←
 580(275) →
 70(40) →
 195(370) →
 80(210) →

10
 MARENGO AV & CORSON ST
 305(110) ←
 875(490) ←
 40(115) ←
 725(965) ←
 180(125) ←
 260(375) →
 225(485) →

11
 MARENGO AV & WALNUT ST
 45(90) ←
 425(835) ←
 65(100) ←
 85(65) ←
 915(505) ←
 130(65) ←
 35(60) →
 620(875) →
 150(90) →
 90(125) →
 440(725) →
 85(130) →

12
 MARENGO AV & UNION ST
 25(85) ←
 325(825) ←
 30(110) ←
 620(570) →
 90(60) →
 560(560) →
 65(40) →

13
 MARENGO AV & COLORADO BL
 30(60) ←
 420(805) ←
 100(105) ←
 35(120) ←
 555(580) ←
 75(75) ←
 40(75) →
 465(520) →
 40(55) →

14
 MARENGO AV & GREEN ST
 240(170) ←
 415(550) ←
 115(245) →
 500(460) →

15
 MARENGO AV & CORDOVA ST
 165(160) ←
 320(540) ←
 55(125) ←
 80(75) ←
 390(550) ←
 60(160) ←
 55(65) →
 510(455) →
 50(25) →
 20(15) →
 120(125) →
 15(20) →

FIGURE 9A
 BASELINE (2013) CONDITIONS PEAK HOUR TRAFFIC VOLUMES

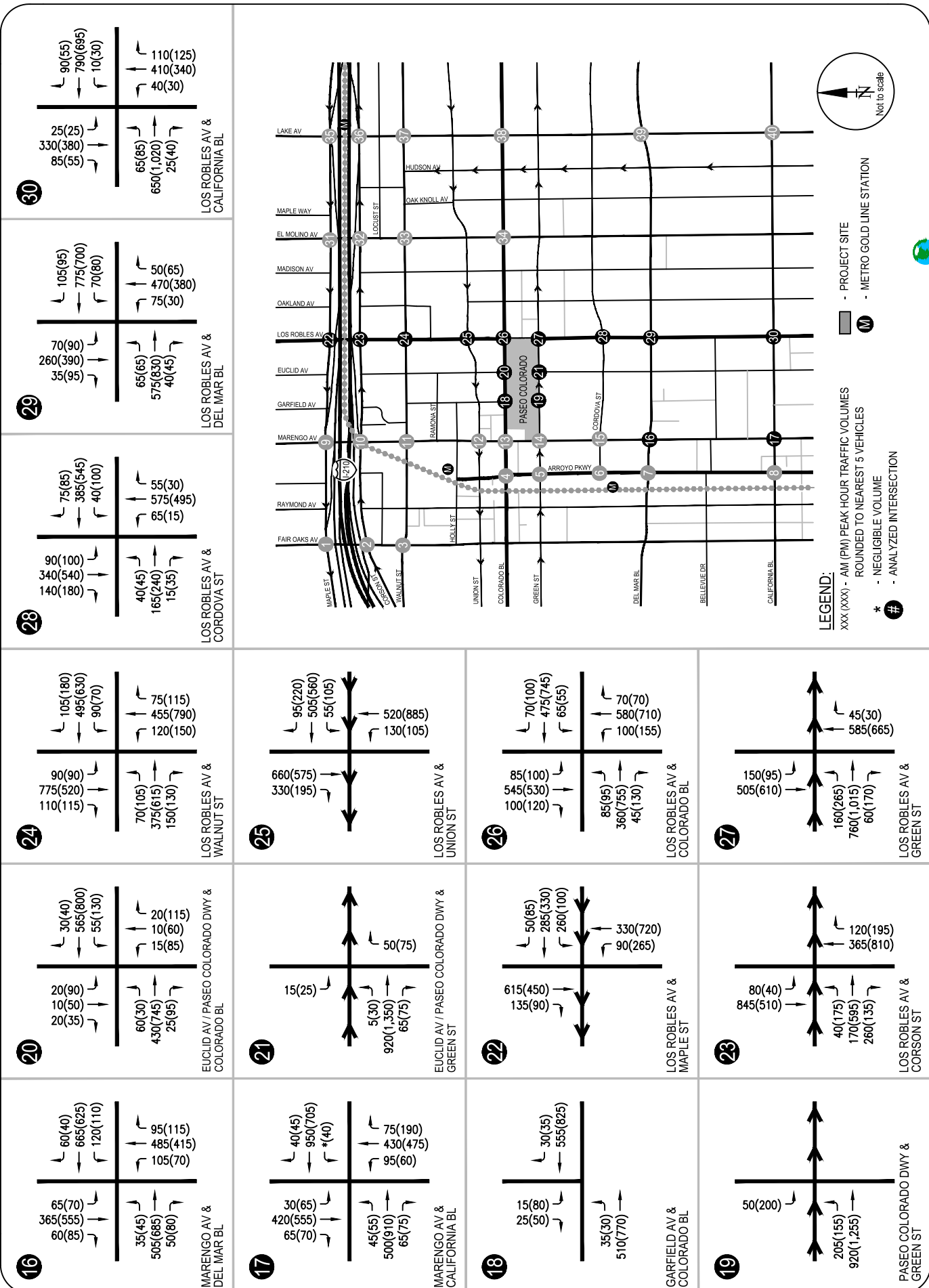
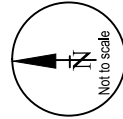
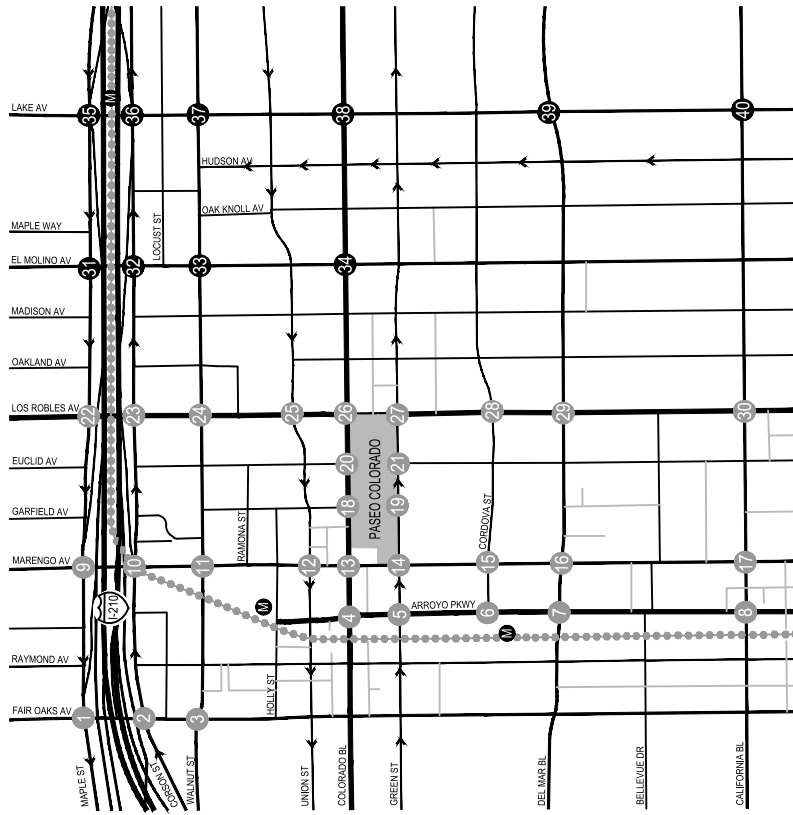


FIGURE 9B
 BASELINE (2013) CONDITIONS PEAK HOUR TRAFFIC VOLUMES



LEGEND:
 xxx (xxx) - AM (PM) PEAK HOUR TRAFFIC VOLUMES
 ROUNDED TO NEAREST 5 VEHICLES
 * - NEGLIGIBLE VOLUME
 # - ANALYZED INTERSECTION
 [Grey Box] - PROJECT SITE
 [M Icon] - METRO GOLD LINE STATION

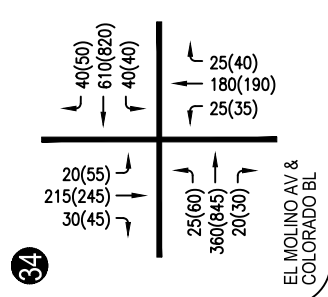
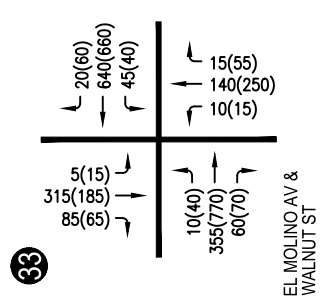
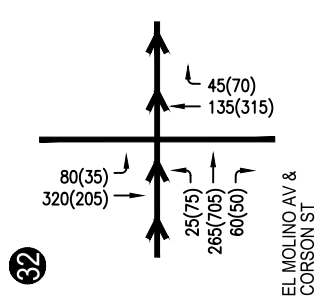
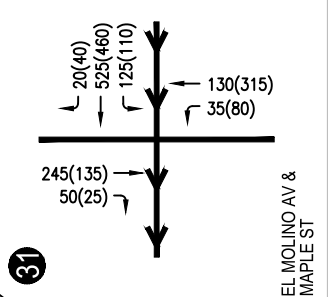
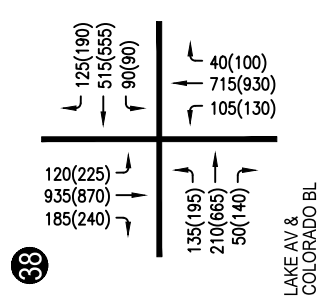
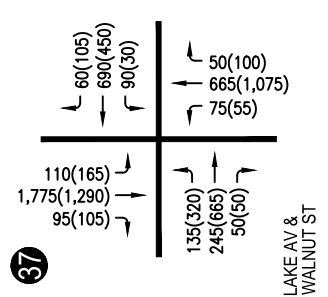
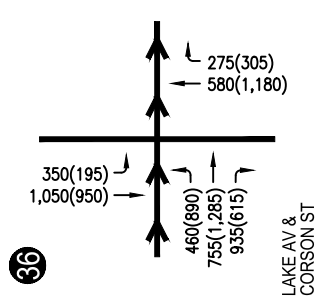
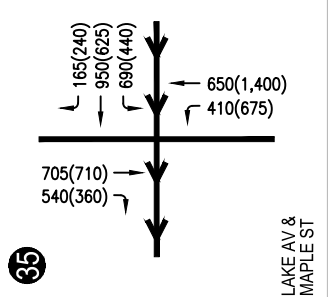
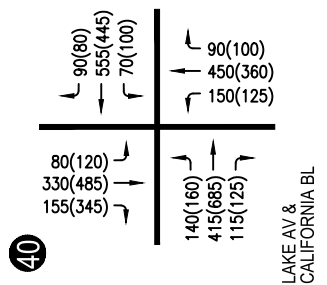
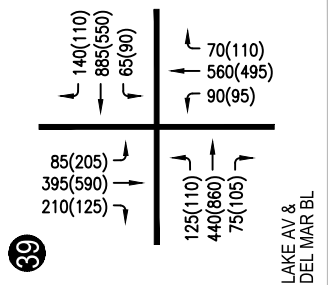


FIGURE 9C
 BASELINE (2013) CONDITIONS PEAK HOUR TRAFFIC VOLUMES

BASELINE (2013) PLUS PROJECT TRAFFIC VOLUMES

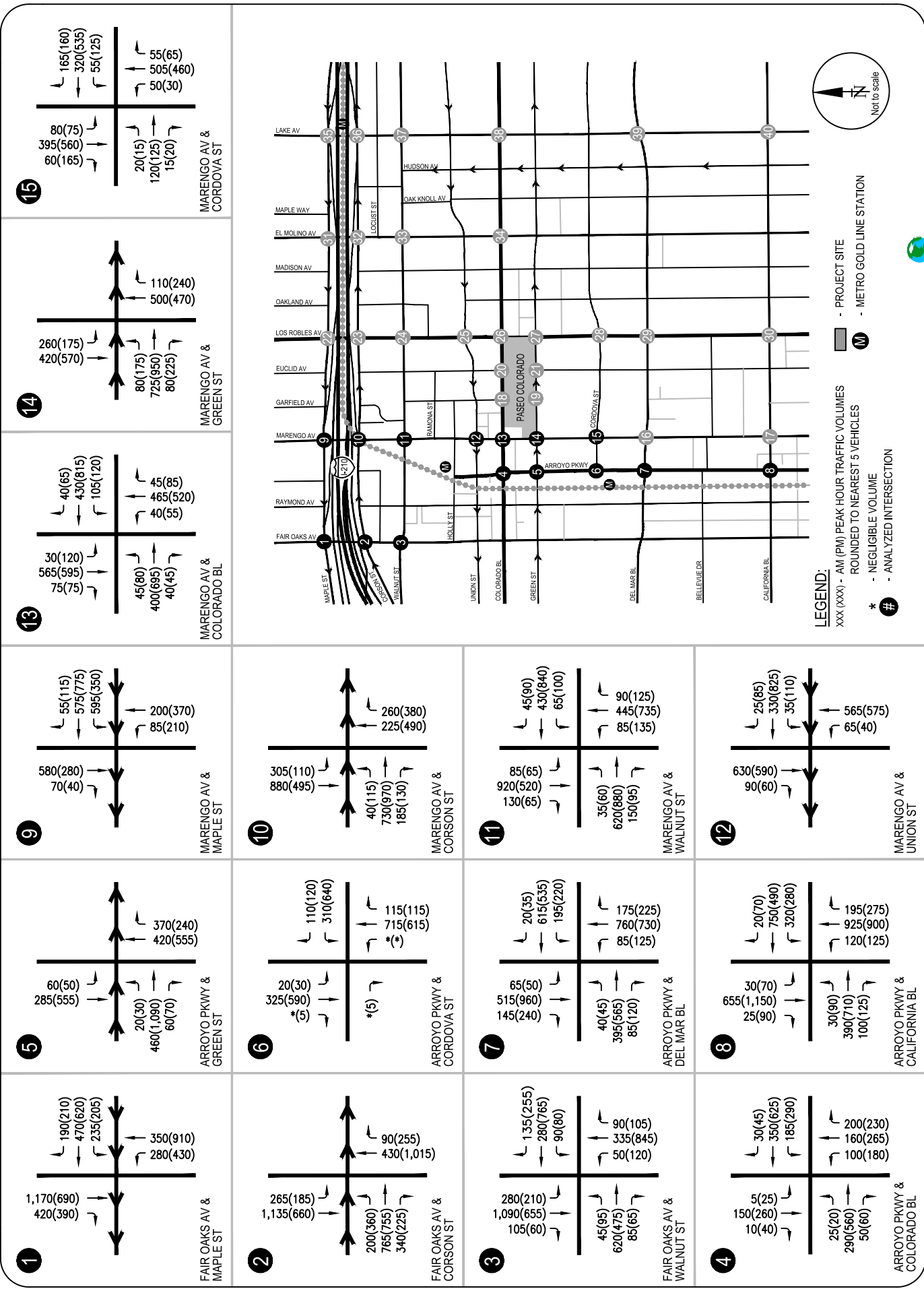
Utilizing the project-only traffic estimates developed for both AM and PM peak hours, traffic forecasts for the Baseline (2013) plus Project conditions were developed. The Baseline (2013) traffic volumes were combined with the project-only traffic volumes to obtain the Baseline with Project traffic volume forecasts. The Baseline (2013) plus Project traffic volumes during both AM and PM peak hours are presented in Figure 10.

VEHICULAR ACCESS AND CIRCULATION

The Paseo Colorado Center is located on the south side of Colorado Boulevard between Marengo Avenue and Los Robles Avenue and is bounded by Marengo Avenue to the west, Los Robles Avenue to the east, Colorado Boulevard to the north, and Green Street to the south. The site plan is shown in Figure 11.

The parking for the Paseo Colorado Center is shared by various uses currently existing on-site and is currently provided at three parking facilities or structures – the subterranean parking structure underneath the Paseo Colorado Center, the Marengo Parking Structure at the northwest corner of Marengo Avenue and Green Street, and the Los Robles Parking Structure at the southwest corner of Los Robles Avenue and Green Street.

Currently, two driveways located along Colorado Boulevard and two driveways above Green Street provide access to the subterranean parking structure underneath the Paseo Colorado Center. The western-most driveway along Colorado Boulevard is unsignalized and primarily operates as a right-turn in and right-turn out only. The driveway to the east on Colorado Boulevard at Euclid Avenue provides a traffic signal and allows full ingress and egress access. Both Green Street driveways are signalized and operate as left-turn in and left-turn out only. There are other driveways located along Green Street and one driveway located along Marengo Avenue that serve delivery trucks and service vehicles.



1
 FAIR OAKS AV & MAPLE ST
 1,170(690) ←
 420(390) ←
 190(210) ←
 470(620) ←
 235(205) ←
 350(910) →
 280(430) →

2
 FAIR OAKS AV & CORSON ST
 265(185) ←
 1,135(660) ←
 200(360) ←
 765(755) ←
 340(225) ←
 90(255) →
 430(1,015) →

3
 FAIR OAKS AV & WALNUT ST
 280(210) ←
 1,090(655) ←
 105(60) ←
 45(95) ←
 620(475) ←
 85(65) ←
 135(255) →
 280(765) →
 90(80) →
 90(105) →
 335(845) →
 50(120) →

4
 ARROYO PKWY & COLORADO BL
 5(25) ←
 150(260) ←
 10(40) ←
 25(20) ←
 290(560) ←
 50(60) ←
 30(45) →
 350(625) →
 185(290) →
 200(230) →
 160(265) →
 100(180) →

5
 ARROYO PKWY & GREEN ST
 60(50) ←
 285(555) ←
 20(30) ←
 460(1,090) ←
 60(70) ←
 370(240) →
 420(555) →

6
 ARROYO PKWY & CORDOVA ST
 20(30) ←
 325(590) ←
 *(5) ←
 110(120) →
 310(640) →
 115(115) →
 715(615) →
 *(5) →

7
 FAIR OAKS AV & DEL MAR BL
 280(210) ←
 1,090(655) ←
 105(60) ←
 45(95) ←
 620(475) ←
 85(65) ←
 135(255) →
 280(765) →
 90(80) →
 90(105) →
 335(845) →
 50(120) →

8
 ARROYO PKWY & CALIFORNIA BL
 30(70) ←
 655(1,150) ←
 25(90) ←
 30(90) ←
 390(710) ←
 100(125) ←
 20(70) →
 750(490) →
 320(280) →
 195(275) →
 925(900) →
 120(125) →

9
 MARENGO AV & MAPLE ST
 580(280) ←
 70(40) ←
 55(115) →
 575(775) →
 595(350) →
 200(370) →
 85(210) →

10
 MARENGO AV & CORSON ST
 305(110) ←
 880(495) ←
 40(115) →
 730(970) →
 185(130) →
 260(380) →
 225(490) →

11
 MARENGO AV & WALNUT ST
 85(65) ←
 920(520) ←
 130(65) ←
 35(60) →
 620(880) →
 150(95) →
 45(90) →
 430(840) →
 65(100) →
 90(125) →
 445(735) →
 85(135) →

12
 MARENGO AV & UNION ST
 630(590) ←
 90(60) ←
 25(85) →
 330(825) →
 35(110) →
 565(575) →
 65(40) →

13
 MARENGO AV & COLORADO BL
 30(120) ←
 565(595) ←
 75(75) ←
 40(65) →
 430(815) →
 105(120) →
 45(85) →
 465(520) →
 40(55) →

14
 MARENGO AV & GREEN ST
 260(175) ←
 420(570) ←
 80(175) →
 725(960) →
 80(225) →
 110(240) →
 500(470) →

15
 MARENGO AV & CORDOVA ST
 80(75) ←
 395(560) ←
 60(165) ←
 165(160) →
 320(535) →
 55(125) →
 55(65) →
 505(460) →
 50(30) →

FIGURE 10A
 BASELINE (2013) PLUS PROJECT CONDITIONS PEAK HOUR TRAFFIC VOLUMES



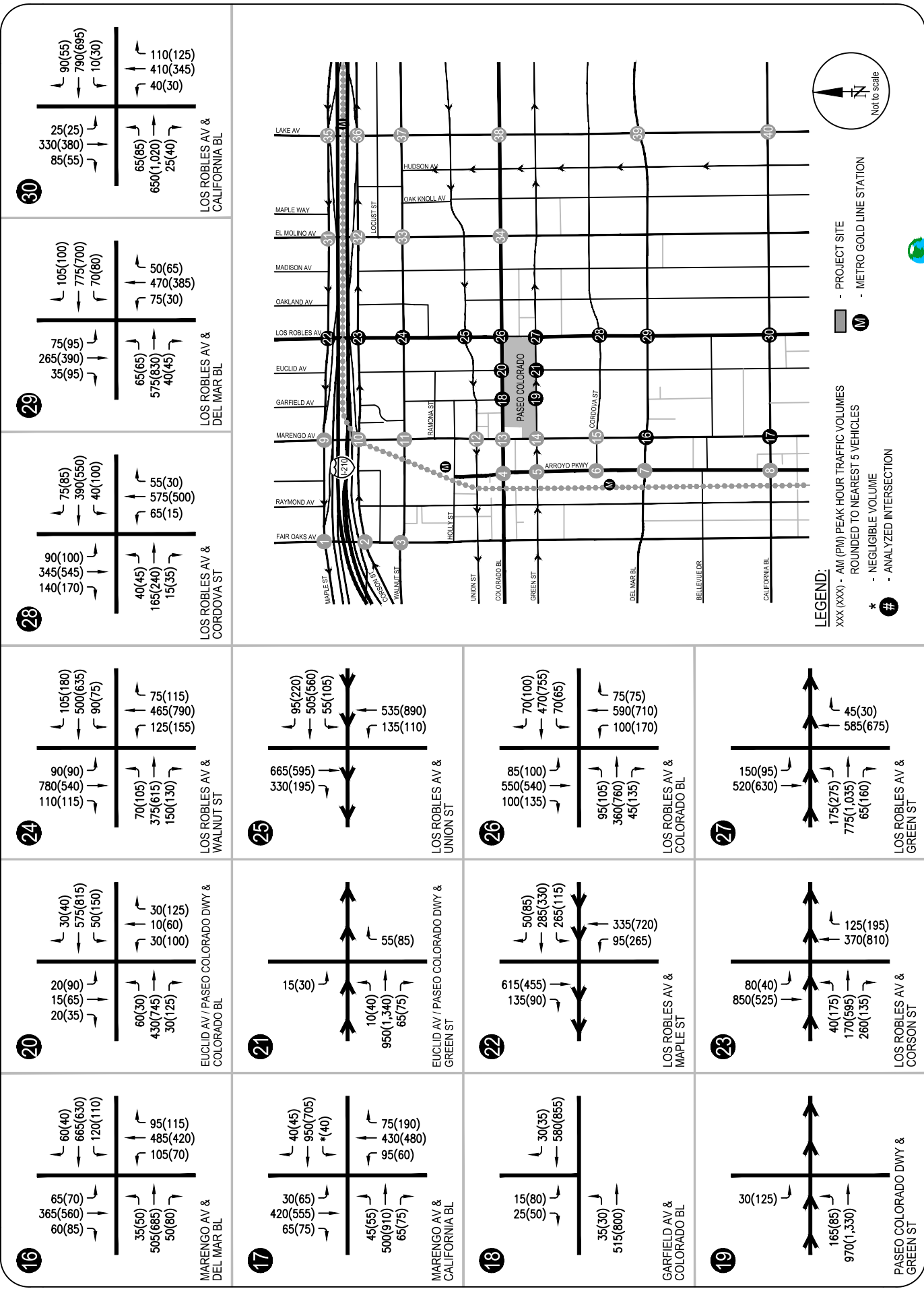
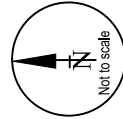
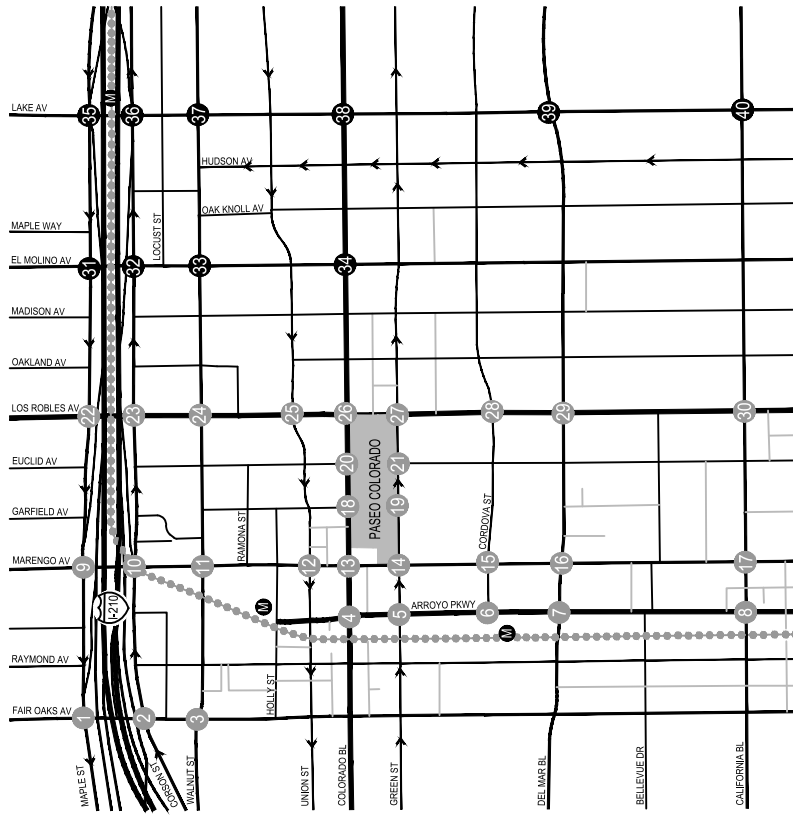
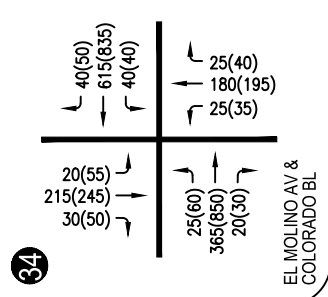
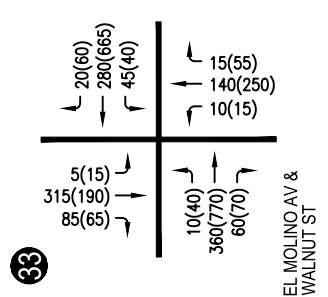
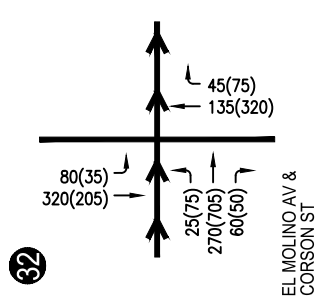
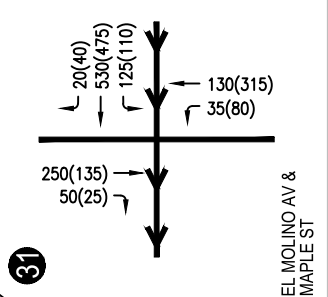
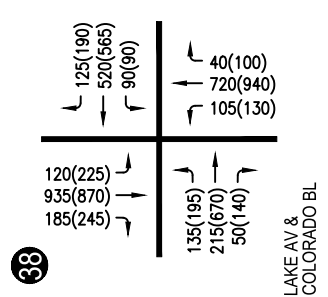
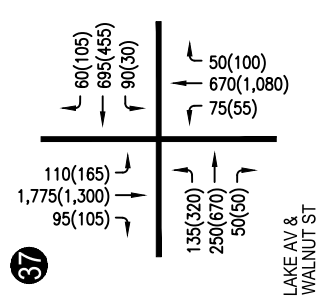
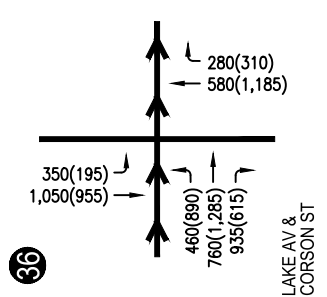
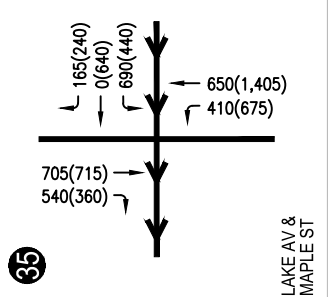
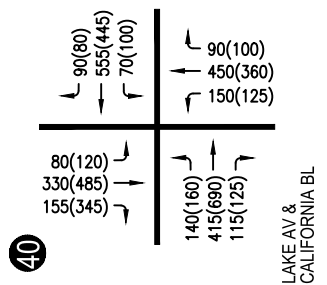
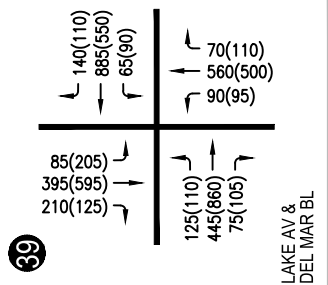


FIGURE 10B
 BASELINE (2013) PLUS PROJECT CONDITIONS PEAK HOUR TRAFFIC VOLUMES



LEGEND:
 xxx (xxx) - AM (PM) PEAK HOUR TRAFFIC VOLUMES
 ROUNDED TO NEAREST 5 VEHICLES
 * - NEGLIGIBLE VOLUME
 # - ANALYZED INTERSECTION

- PROJECT SITE
 - METRO GOLD LINE STATION



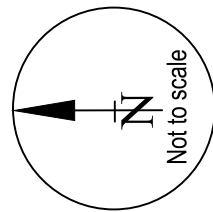
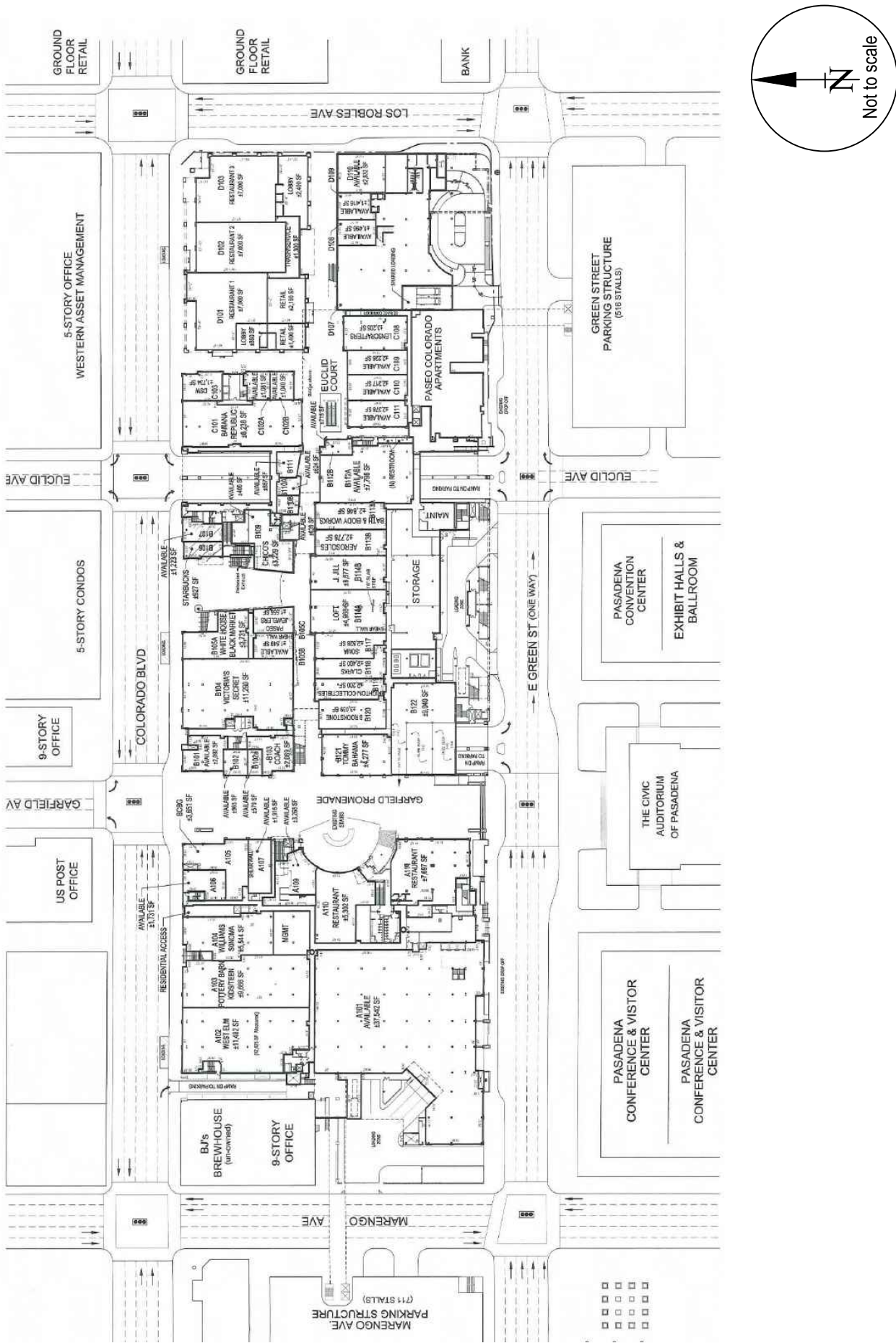


FIGURE 11
PROJECT SITE PLAN - GROUND FLOOR

The Marengo Parking Structure has one driveway located along Arroyo Parkway, one driveway along Green Street and another driveway along Marengo Avenue. The driveways along Arroyo Parkway and Marengo Avenue operate as right-turn in and right-turn only and are unsignalized. The driveway on Green Street operates as left-turn in only and is also unsignalized. There is a pedestrian bridge from the Marengo Parking Structure that connects to the Paseo Colorado Center.

There are three unsignalized driveways located along Los Robles Avenue, Green Street and Euclid Avenue that provide access to the Los Robles Parking Structure. The driveway located on Green Street operates as right-turn in and right-turn out only. The Los Robles Avenue driveway is inbound only and operates as right-turn only, while the Euclid Avenue driveway allows outbound only and also operates as right-turn only. There is a pedestrian bridge from the Los Robles Parking Structure that connects to the Paseo Colorado Center.

There would be no changes to any of the existing driveways with the Proposed Project. However, the eastern most driveway (located immediately west of Los Robles Avenue) on Green Street which currently serves the loading area to the department store, will also provide access to a two-way drive aisle serving the hotel's pick-up/drop off area (porte cochere) and a new ramp to the subterranean parking level underneath the Center.

PEDESTRIAN ACCESS AND CIRCULATION

Currently, as indicated in Table 3 in Chapter II, the pedestrian infrastructure elements including sidewalks, cross-walks and pedestrian call features at signalized intersections along all of the adjacent streets serving the site are available for pedestrians. Pedestrian crosswalks are available at the eight adjacent intersections to the Project site. A brief description of the same follows:

- Marengo Avenue/Colorado Boulevard – Cross-walks are provided on all approaches. Pedestrian call large arrow push-buttons with audio-tactile pedestrian indicators are provided on all approaches.
- Marengo Avenue/Green Street – Cross-walks are provided on all approaches. Pedestrian call push-buttons are provided on all approaches as well.

- Garfield Avenue/Colorado Boulevard – Cross-walks are provided on all approaches of this 'T'-intersection. Pedestrian call push-buttons are provided on east and west legs of the intersection. Automatic pedestrian call is provided on north leg of intersection.
- Mid-Block (Paseo Colorado Driveway)/Green Street - Cross-walks are provided on all approaches. Pedestrian push-buttons are also provided on all approaches.
- Euclid Avenue/Colorado Boulevard – Cross-walks are provided on all approaches. Pedestrian call push-buttons are also provided on all approaches.
- Euclid Avenue/Green Street – Cross-walks are provided on north, south and west legs of the intersection. Pedestrian call push-buttons are provided on all these approaches.
- Los Robles Avenue/Colorado Boulevard – Cross-walks are provided on all approaches. Pedestrian call push-buttons are also provided on all approaches.
- Los Robles Avenue/Green Street – Cross walks are provided on all approaches. Pedestrian call large arrow push-buttons with audio-tactile pedestrian indicators are also provided on all approaches.

As stated, sidewalks are available along Colorado Boulevard, Green Street, Marengo Avenue and Los Robles Avenue on both sides of the streets in the vicinity of the Project site. The sidewalk on Colorado Boulevard adjacent to the Project site is approximately 15 feet wide and provides access to the businesses located along Colorado Boulevard frontage. Green Street provides 10-foot to 12-foot sidewalks. Marengo Avenue provides an 11-foot sidewalk adjacent to the Project site, while Los Robles Avenue provides a variable width sidewalk.

The existing site offers pedestrian access and circulation possibilities from Colorado Boulevard and Green Street. Pedestrian bridges are located from the Marengo and Los Robles Parking Structures. Adequate pedestrian infrastructure would continue to be available in the vicinity of the Project. Numerous pedestrian access and circulation possibilities similar to existing conditions will continue to be available with the Proposed Project conditions including pedestrian access and circulation from Los Robles Avenue, Colorado Boulevard and Green Street.

Currently, there are bus stops located along Colorado Boulevard and Los Robles Avenue adjacent to the Center. The bus stop along Los Robles Avenue south of Colorado Boulevard and north of Green Street along with a bus pull-out provides connectivity for transferring persons between various routes served by this stop, and stops along Colorado Boulevard. The routes served by this

stop include MTA 267 and LADOT Community Express 549. The MTA 267 route has stops in both directions along Los Robles Avenue north of Colorado Boulevard, south of Colorado Boulevard and south of Green Street. The LADOT Community Express 549 has a southbound route stop south of Colorado Boulevard and a northbound route bus stop north of Colorado Boulevard.

IV. FUTURE YEAR 2016 TRAFFIC PROJECTIONS

In order to properly evaluate the potential impact of the proposed project on the local street system, estimates of the Future Year 2016 traffic volumes both with and without the project were developed. The Future Year 2016 without project forecasts is estimated including projections for background growth in area-wide trip making and trips generated by future developments in the vicinity of the study area. The Future Year 2016 without project traffic estimates represent the Future Cumulative without Project conditions. The traffic generated by the Proposed Project was estimated and assigned separately to the street system. The Project traffic was added to the Cumulative without Project traffic estimates to obtain Cumulative (2016) plus Project traffic volumes. Each of these future traffic scenarios is further described in this chapter.

CUMULATIVE (2016) WITHOUT PROJECT TRAFFIC PROJECTIONS

Traffic projections for the Cumulative (2016) without Project conditions reflect growth in traffic from two primary sources: firstly, ambient growth reflecting the effect of overall area-wide regional growth both within and outside the study area; and secondly, cumulative projects traffic generated by specific related projects located near the study area. These components are described below.

Area-wide Ambient Traffic Growth

Projections for an area-wide regional growth factor of 1.5% per year was estimated from the most recent City of Pasadena Mobility Element model. Future traffic increases due to regional growth and development was expected to continue at this rate. With the project completion date of 2016, the existing 2013 traffic volumes at each intersection were adjusted upwards by 4.5% to reflect this area-wide ambient growth. The resulting Future (2016) Pre-Project with Ambient Growth traffic volumes are shown in Figure 12.

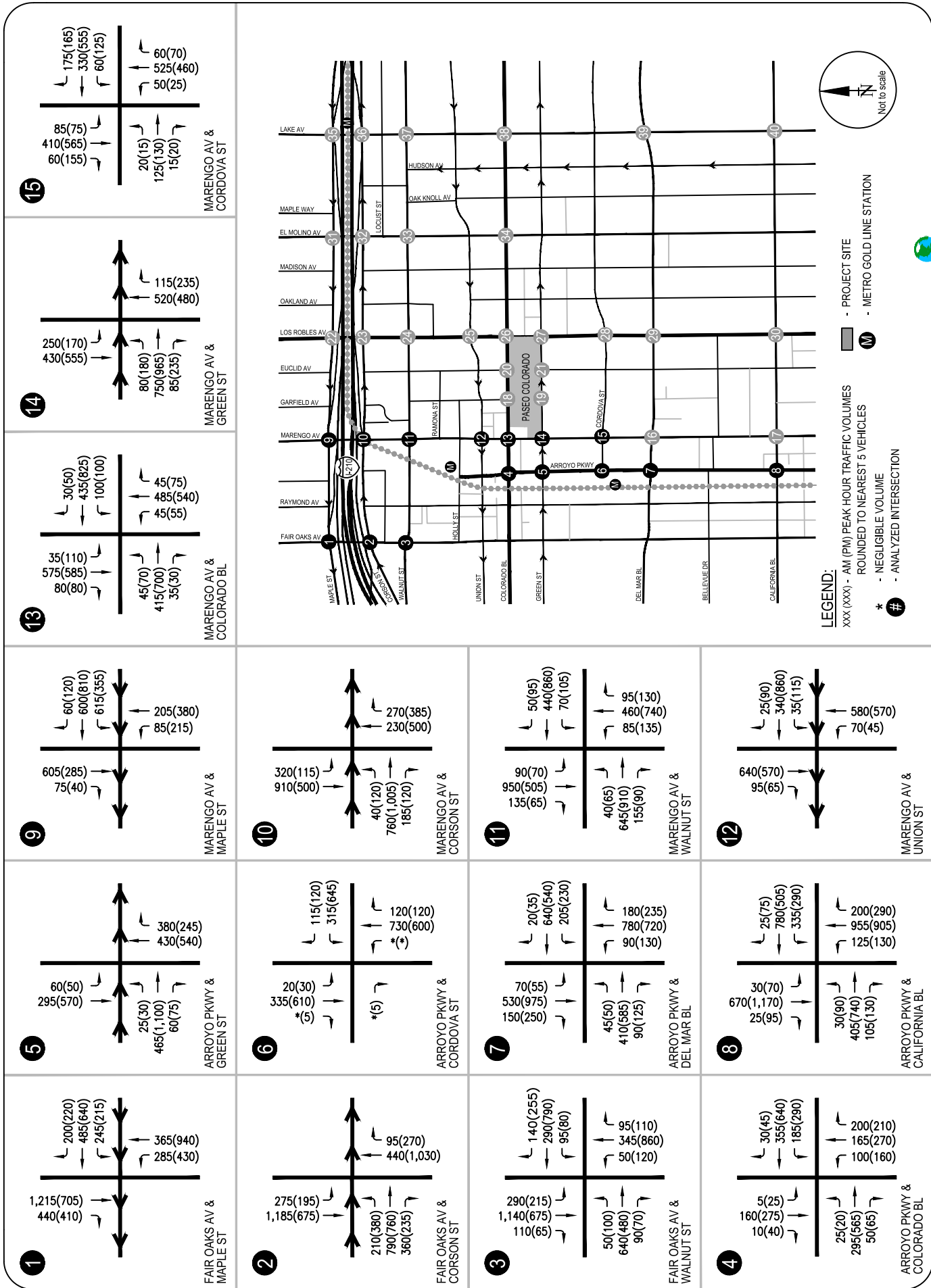


FIGURE 12A
 FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS PEAK HOUR TRAFFIC VOLUMES

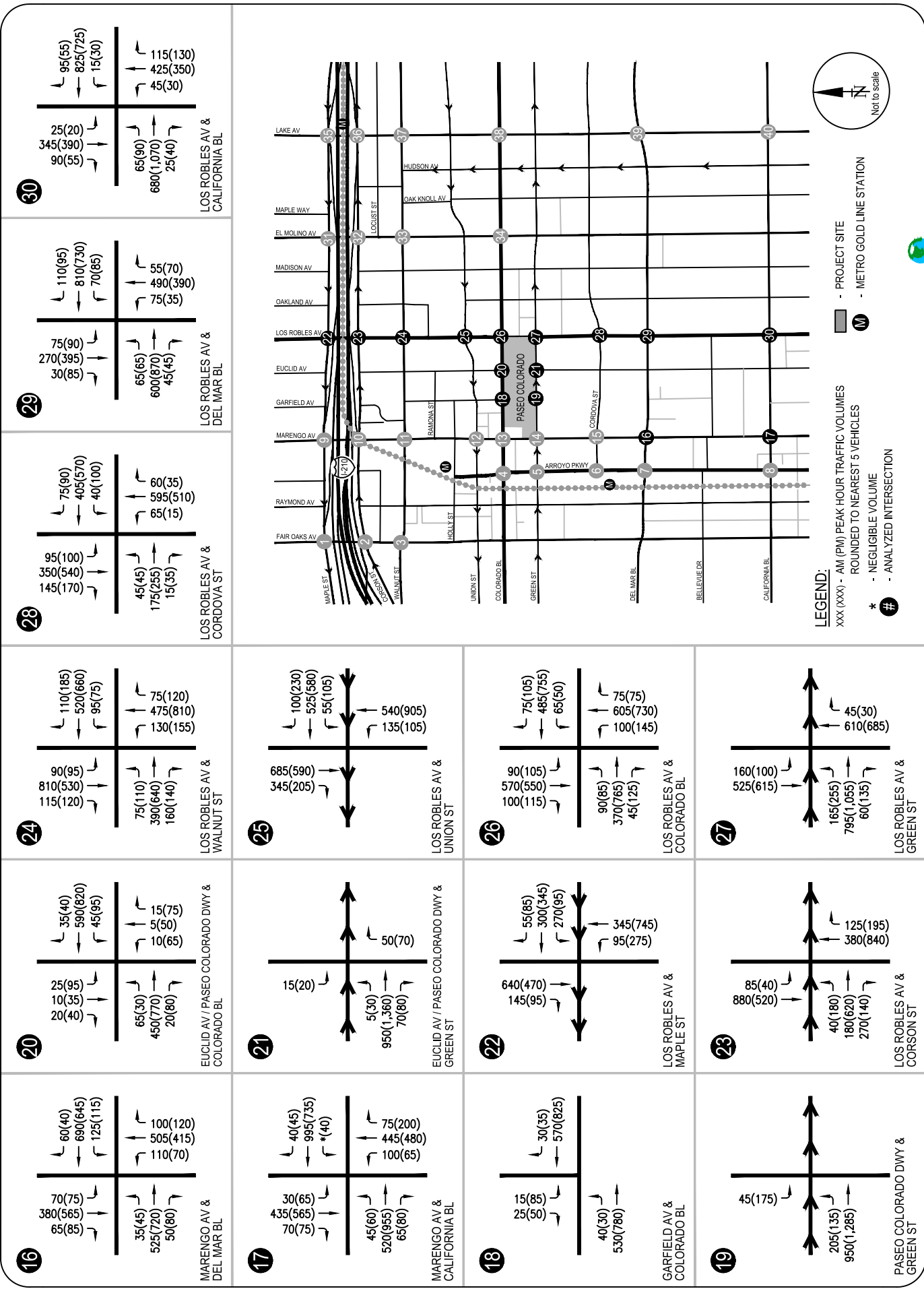


FIGURE 12B
 FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS PEAK HOUR TRAFFIC VOLUMES
 RAJU Associates, Inc.

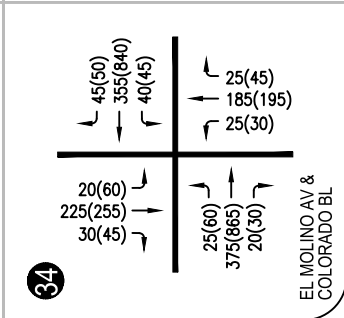
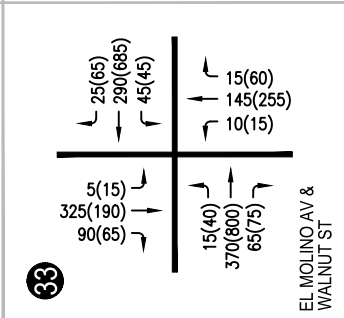
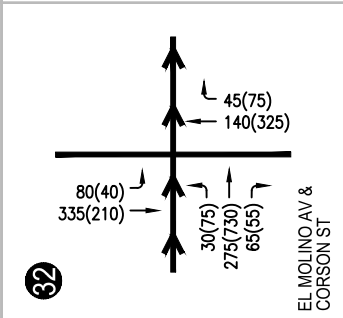
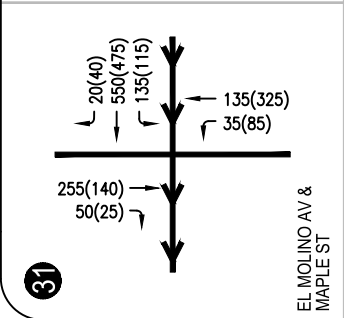
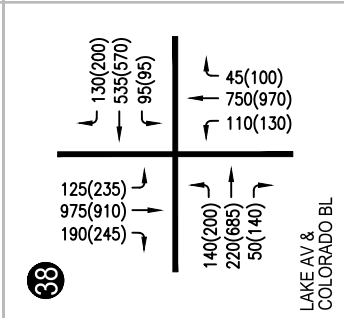
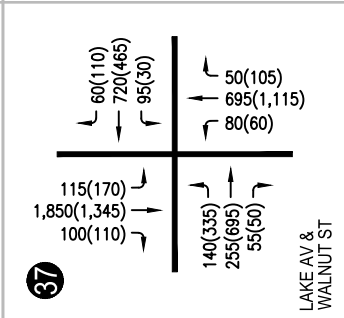
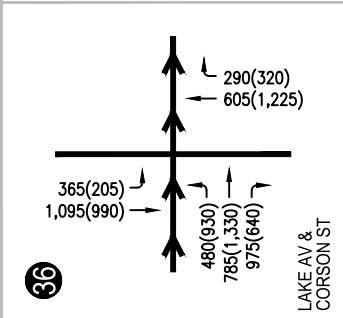
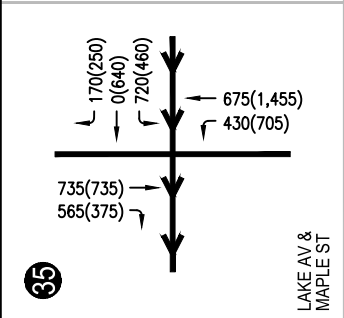
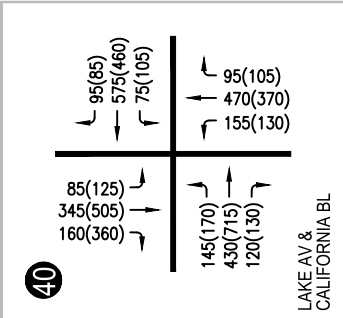
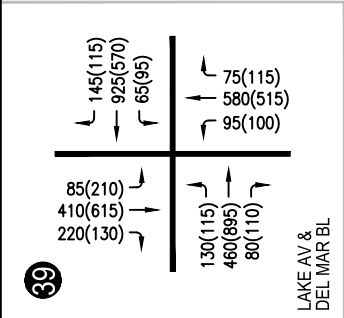
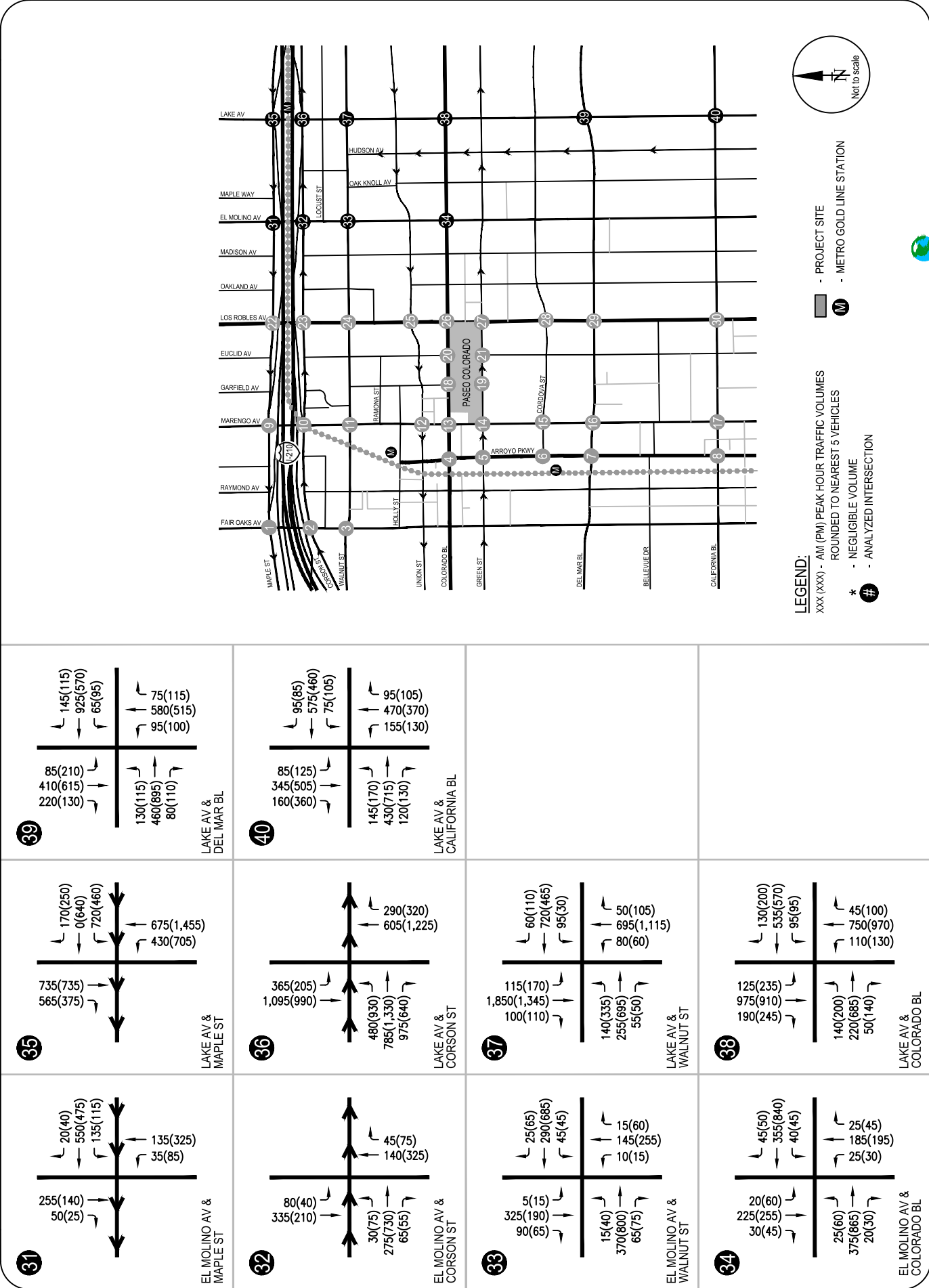


FIGURE 12C
 FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS PEAK HOUR TRAFFIC VOLUMES

Related Projects Traffic Generation and Assignment

The second potential source of traffic growth in the study area is that resulting from other future development projects in the vicinity. These cumulative or related projects are those developments that are planned and expected to be in place within the same timeframe as the Proposed Project. The data for the related projects in the area was obtained from the City of Pasadena. Fifty-nine (59) related projects were identified within the study area. The locations of these projects are shown in Figure 13. The related projects included in this study and their descriptions and estimated trip generation are summarized in Table 8.

The trip generation estimates for the related projects were based on different sources including trip generation rates from *Trip Generation Manual*, 9th Edition, Institute of Transportation Engineers, 2012 and trip generation estimates provided by the recently completed traffic studies for projects in Pasadena. As summarized in Table 8, the related projects are expected to generate approximately 4,639 trips during the morning peak hour and 6,343 trips during the evening peak hour.

The related project trips were assigned to the roadway system, and the resulting volumes are shown in Figure 14. These related projects' traffic estimates were added to the Future (2016) Pre-Project with Ambient Growth traffic (shown in Figure 12) along with the existing baseline growth due to the vacant retail uses (not including Macy's Department Store) traffic to obtain the Cumulative (Year 2016) Base traffic volumes. Figure 15 provides the Cumulative (Year 2016) Base without Project traffic volumes at each of the analysis intersections during both AM and PM peak hours.

CUMULATIVE (2016) PLUS PROJECT TRAFFIC VOLUMES

Utilizing the Project only traffic estimates developed for both AM and PM peak hours, the traffic forecasts for the Cumulative (2016) plus Project conditions were developed. The Future Year 2016 Cumulative without Project traffic forecasts were combined with the Project only traffic volumes to obtain the Future Cumulative (2016) with Project traffic volume forecasts. The Cumulative (Year 2016) plus Project traffic volumes during both AM and PM peak hours are presented in Figure 16.

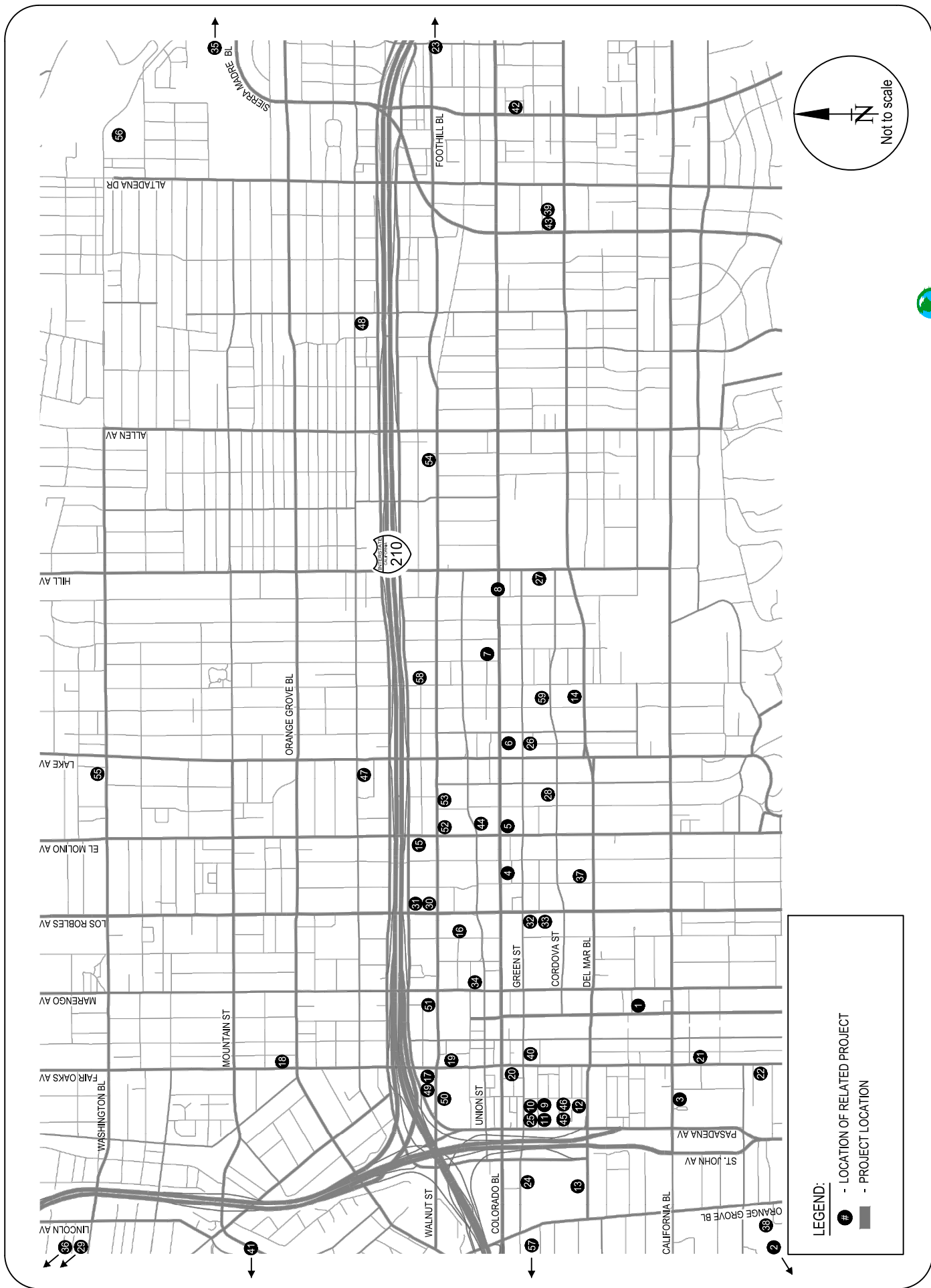


FIGURE 13
LOCATION OF RELATED PROJECTS

**TABLE 8
ESTIMATED WEEKDAY TRIP GENERATION OF RELATED PROJECTS [1]**

Map No.	Project Location	Project Description	Daily Trips	AM Peak Hour			PM Peak Hour		
				IN	OUT	Total	IN	OUT	Total
1	480 (496) S. Arroyo Parkway [2]	Demo - Dance Studio: 5,500 s.f.; Construct - Apartments: 26 dwelling units, Office Use: 7,000 s.f., and Retail Use: 4,400 s.f.	219	11	10	21	10	12	22
2	940 Avenue 64	Hillside Home for Children Expansion - Private School: 3,300 s.f., no increase in student enrollment [3]	*	*	*	*	*	*	*
3	100 W. California Boulevard	Huntington Hospital Expansion: 65 beds	1,814	82	42	124	33	88	121
4	550 E. Colorado Boulevard	Crown City Medical Center - Medical Office Use: 96,051 s.f. and Specialty Retail: 16,201 s.f.	4,118	186	54	240	119	271	390
5	680 E. Colorado Boulevard	Playhouse Project - Medical Office Use: 137,000 s.f., Restaurant Use: 4,500 s.f. and Retail Use: 3,700 s.f.	5,503	262	73	335	167	369	536
6	880 E. Colorado Boulevard [4]	Constance Hotel - Demo - Specialty Retail Use: 6,075 s.f., Restaurant Use: 4,936 s.f., Office Use: 18,325 s.f., and Bank: 6,560 s.f.; Construct - Hotel: 156 rooms, Condominium: 5 dwelling units, Specialty Retail Use: 14,400 s.f., Restaurant Use: 37,861 s.f., Office Use: 103,410 s.f., and Bank: 8,010 s.f.	4,914	210	79	289	225	263	488
7	1201 E. Colorado Boulevard	Hampton Inn - Hotel: 80 rooms	714	31	23	54	27	29	56
8	1336 & 1347 E. Colorado Boulevard [5]	Hotel: 525 rooms, Specialty Retail Use: 16,400 s.f. and Restaurant: 10,000 s.f.	5,855	217	157	374	241	227	468
9	150 W. Dayton Street	Apartments: 41 dwelling units	372	5	19	24	26	14	40
10	153 W. Dayton Street	Apartments: 59 dwelling units	481	7	26	33	33	17	50
11	170 W. Dayton Street	Apartments: 52 dwelling units	439	6	23	29	30	16	46
12	231 S. De Lacey Avenue	Apartments: 480 dwelling units	3,032	48	191	239	183	99	282
13	367 W. Del Mar Boulevard	Condominiums: 4 dwelling units	23	0	2	2	1	1	2
14	1043 E. Del Mar Boulevard	Condominiums: 30 dwelling units	226	3	17	20	15	7	22
15	277 N. El Molino Avenue	Apartments: 105 dwelling units	760	11	44	55	49	26	75
16	132 N. Euclid Avenue [6]	All Saints Church, expand existing 59,382 s.f. church to 101,500 s.f. Alt. 1: 45 unit senior housing, Alt.2: 13,000 s.f. recreation building. (Alt. 2 used as more conservative numbers).	1,127	77	61	138	63	75	138
17	233 N. Fair Oaks Avenue	Marriott Residence Inn - Hotel: 144 rooms	1,284	56	40	96	49	52	101
18	750 N. Fair Oaks Avenue	Heritage Square - Senior Affordable Apartments: 70 dwelling units	241	5	9	14	10	8	18
19	130-140 N. Fair Oaks Avenue	Condominiums: 39 dwelling units and Office: 3,374 s.f.	321	8	21	29	20	13	33
20	31-71 S. Fair Oaks Avenue	Restaurant: 16,632 s.f. and Retail: 36,590 s.f.	1,014	49	11	60	36	67	103
21	686 S. Fair Oaks Avenue [7]	HMRI Project, Demo - Specialty Retail Use: 3,846 s.f., Manufacturing: 3,070 s.f., Warehousing: 4,978 s.f., Industrial: 528 s.f.; Construct - Research & Development: 37,876 s.f.	267	45	10	55	0	40	40
22	909-915 S. Fair Oaks Avenue	Shriners Medical Office - Medical Office: 74,800 square feet	2,703	136	36	172	70	189	259
23	3330 E. Foothill Boulevard	Apartments: 212 dwelling units	1,408	22	86	108	87	47	134
24	300 W. Green Street [8]	Ambassador West - Apartments: 136 dwelling units and Single-Family: 1 dwelling unit	958	14	57	71	61	32	93
25	168 W. Green Street [8]	Apartments: 25 dwelling units, Retail Use: 9,302 s.f., Restaurant Use 3,589 s.f.	886	11	14	25	45	33	78
26	922-936 E. Green Street	Condominiums: 45 dwelling units and Retail: 12,800 s.f.	868	12	27	39	44	34	78
27	151 S. Hill Avenue	Church: 34,453 s.f.	314	12	7	19	9	10	19
28	153 S. Hudson Avenue [8]	Residential: 9 dwelling units and Dental/Office Use: 3,000 s.f.	116	6	3	9	4	8	12
29	1022 La Canada Verdugo Road	Devil's Gate & Reservoir Project	1,040	52	52	104	52	52	104
30	260 N. Los Robles Avenue	Demo - Apartments: 172 dwelling units; Construct - Apartments: 432 dwelling units	1,822	27	107	134	116	62	178
31	270 N. Los Robles Avenue [5,8]	Demo - Residential: 2 dwelling units; Construct - Multi-Family: 18 dwelling units	106	2	6	8	6	4	10
32	105 S. Los Robles Avenue [9]	Demo - Medical Office Use: 6,720 s.f. and Office Use: 2,882 s.f.; Construct - Condominiums: 52 dwelling units and Retail Use: 4,000 s.f.	293	-5	25	20	23	1	24
33	123 S. Los Robles Avenue	Residential: 34 dwelling units and Office Use: 2,000 s.f.	248	6	14	20	15	9	24
34	78 N. Marengo Avenue	Hotel: 150 rooms and Restaurant: 5,000 s.f.	1,788	61	44	105	76	66	142
35	835 N. Michellinda Avenue	La Salle High School Expansion - Private High School: 94,800 s.f., no increase in student enrollment [3]	*	*	*	*	*	*	*
36	4300 N. Oak Grove Drive	Hahamonga Watershed Park, Multi-Use/Multi-Benefit Project - Park: 300 acres	684	4	2	6	16	11	27
37	270-280 S. Oakland Avenue [5]	Demo - Apartments: 10 dwelling units; Construct - Condominiums: 28 dwelling units	146	2	12	14	10	5	15
38	415 Orange Grove Circle	Demo - Apartments: 64 dwelling units; Construct - Condominiums: 90 dwelling units	323	2	17	19	25	12	37
39	2460-2480 Oswego Street	Condominiums: 33 dwelling units	245	4	17	21	16	8	24
40	86 S. Raymond Avenue (86 S. Fair Oaks Avenue)	Apartments: 64 dwelling units and Specialty Retail Use: 5,000	711	11	30	41	43	28	71
41	1001 Rose Bowl Drive [10]	NFL Temporary Use of Rose Bowl	*	*	*	*	*	*	*
42	52, 74 San Gabriel Boulevard	Walden School Expansion - Demo Apartments: 8 dwelling units; Construct - School: 14,300 s.f., no increase in student	-53	-1	-3	-4	-3	-2	-5
43	200 S. Sierra Madre Boulevard	Condominiums: 60 dwelling units	412	6	28	34	27	13	40
44	686 E. Union Street	Apartments: 118 dwelling units and Retail Use: 10,000 s.f.	1,266	18	54	72	72	48	120
45	175 Valley Street	Apartments: 74 dwelling units	572	8	32	40	38	20	58
46	145 Valley Street	Apartments: 56 dwelling units	463	6	25	31	31	17	48
47	842 E. Villa Street	Construction of 25 additional units to existing senior apartment building.	67	3	1	4	3	3	6
48	2116 E. Villa Street	Villa Esperanza Expansion - Private School: 35 students	87	17	11	28	3	3	6
49	25 W. Walnut Street [5]	Demo - Restaurant: 8,929 s.f.; Construct - Apartments: 201 dwelling units, Specialty Retail Use: 5,000 s.f., and Restaurant: 5,000 s.f.	1,189	22	83	105	72	44	116
50	100 W. Walnut Avenue [11]	Parsons Project - Office: 590,000 s.f., Ancillary Retail: 30,000 s.f., Restaurant: 10,000 s.f., and Apartments: 475 dwelling units	4,762	263	186	449	224	292	516
51	167 E. Walnut Street	Apartments: 100 dwelling units	730	11	42	53	47	26	73
52	680 E. Walnut Street	Apartments: 82 dwelling units and Retail Use: 5,600 s.f.	859	12	37	49	51	33	84
53	788 (770) E. Walnut Street [5,8]	Apartments: 91 dwelling units and Retail Use: 6,200 s.f.	562	9	29	38	31	19	50
54	1727-1787 E. Walnut Street [8]	Demo - Auto Care Center: 2,735 s.f.; Construct - Apartments: 128 dwelling units and Retail: 5,000 s.f.	883	11	48	59	51	29	80
55	851 E. Washington Boulevard	Washington Theater Project - Apartments: 40 dwelling units and Retail Use: 15,000 s.f.	1,007	14	23	37	53	43	96
56	2632 E. Washington Boulevard	Medical Office: 187,000 s.f.	6,756	340	90	430	175	472	647
57	655 Westminster Drive	Single-Family: 9 dwelling units	115	4	12	16	8	4	12
58	290 N. Wilson Avenue	Apartments: 33 dwelling units	219	3	14	17	13	7	20
59	135-145 S. Wilson Avenue [5]	Demo - Apartments: 6 dwelling units and Single-Family: 2 dwelling units; Construct - Condominiums: 30 dwelling units	167	1	14	15	11	5	16
RELATED PROJECT TRIP GENERATION TOTAL			67,446	2,445	2,194	4,639	2,962	3,381	6,343

[1] List of related projects and project descriptions (unless noted otherwise) provided by the City of Pasadena Planning Department.
 [2] Project description from *Traffic Study for the 496 S. Arroyo Parkway Mixed-Use Project*, Raju Associates, August 2012, provided by the City of Pasadena DOT.
 [3] No increase in student enrollment, therefore trip generation is minimal.
 [4] Project description and trip generation estimates from *Transportation Study for the Lake at Colorado Project*, Raju Associates, May 2010, provided by the City of Pasadena Department of Transportation (DOT).
 [5] Project description based on traffic impact study for the project, provided by the City of Pasadena DOT.
 [6] Project description and trip generation estimates from *Traffic Study for the All Saints Episcopal Church Additions and Renovation Project*, Raju Associates, May 2010, provided by the City of Pasadena DOT.
 [7] Project description and trip generation estimates from *Traffic Study for the Huntington Medical Research Institute Project*, Raju Associates, August 2012, provided by the City of Pasadena DOT.
 [8] Trip generation estimates based on traffic impact study for the project, provided by the City of Pasadena DOT.
 [9] Project description and trip generation estimates from *Traffic Study for the 105 S. Los Robles Avenue Mixed-Use Project*, Raju Associates, August 2012, provided by the City of Pasadena DOT.
 [10] The use of the Rose Bowl is considered a special event. Very few games occur during weekdays in any specific year. The majority of NFL games occur on Sundays. Most other weekday events are speculative.
 [11] Trip generation for Phase 1 of the project which will be completed in 2016 is shown. Phase 1 includes 475 apartment dwelling units, 210,000 s.f. of office use and 10,000 s.f. of restaurant use.

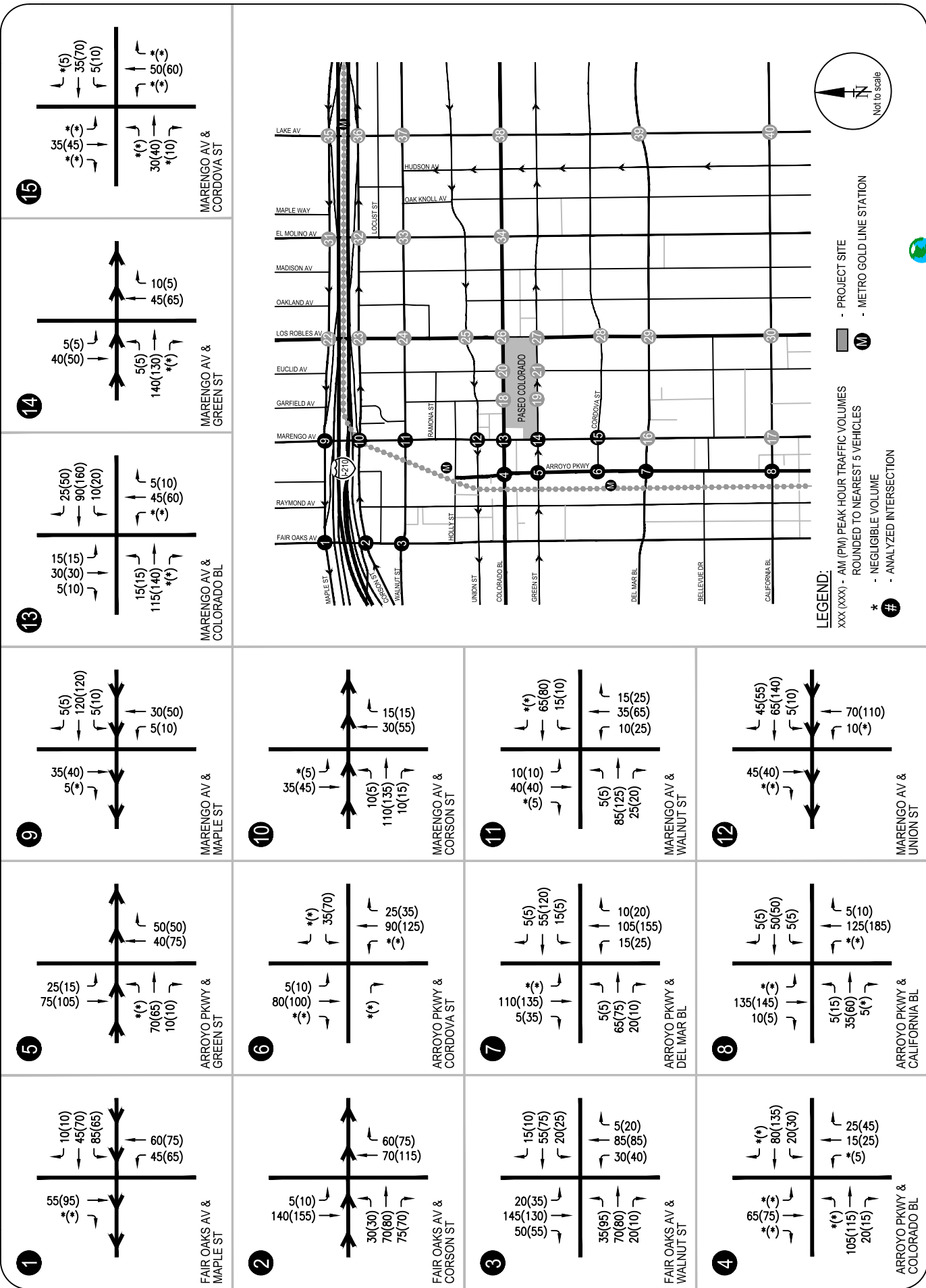


FIGURE 14A
 RELATED PROJECTS ONLY PEAK HOUR TRAFFIC VOLUMES

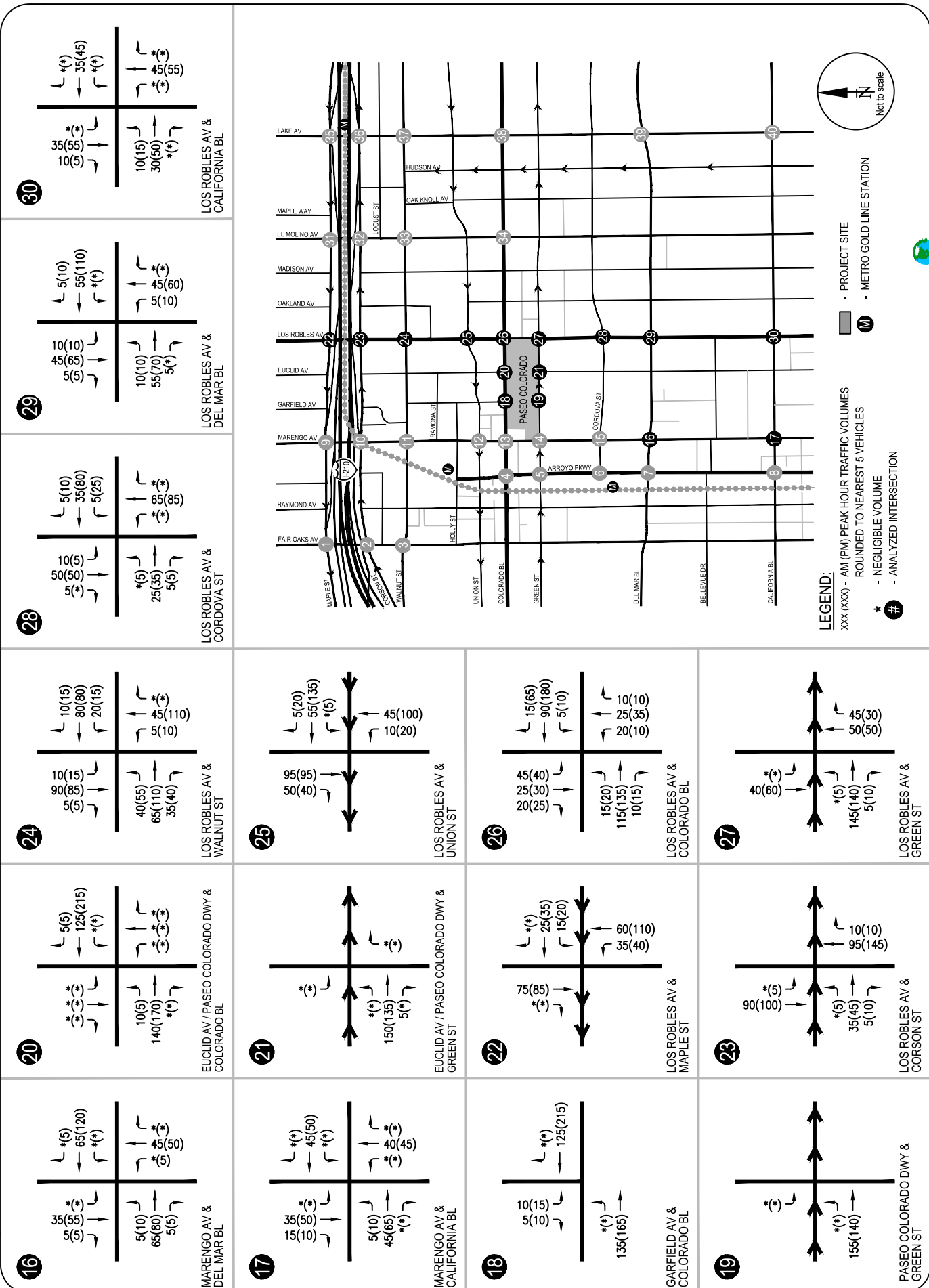


FIGURE 14B
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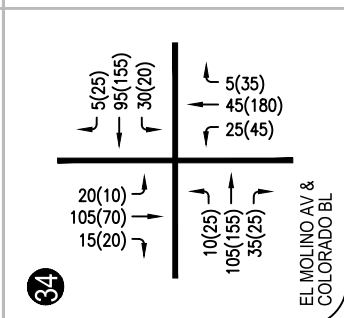
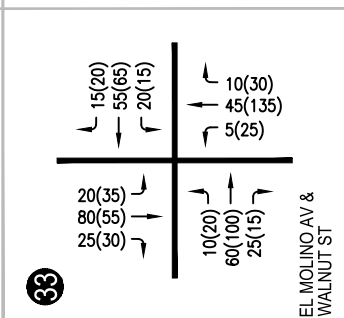
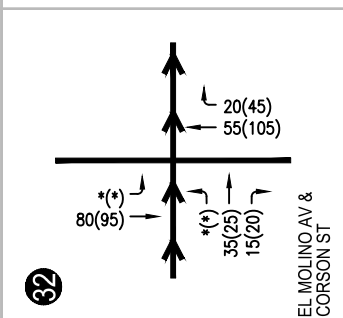
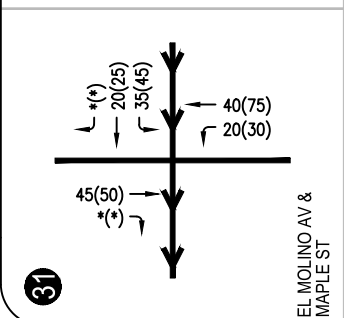
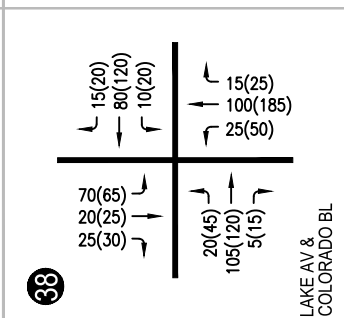
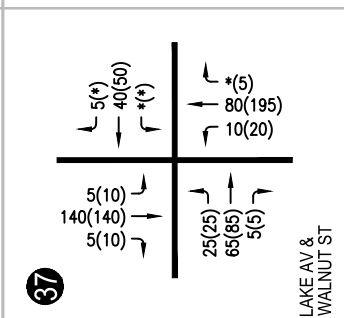
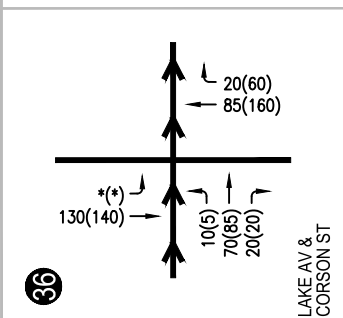
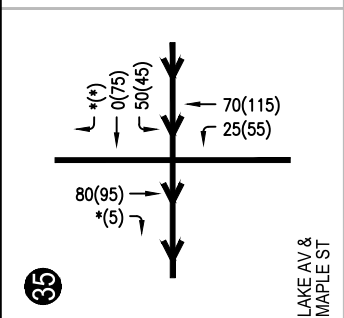
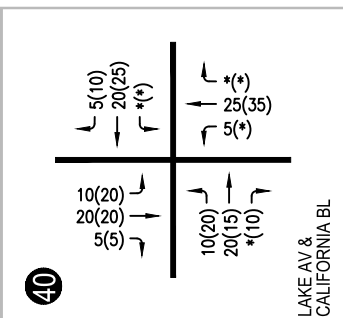
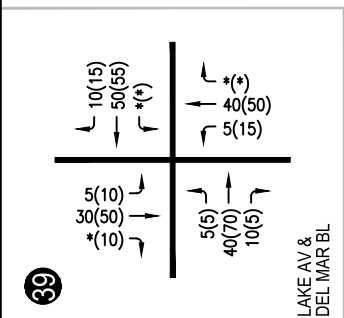
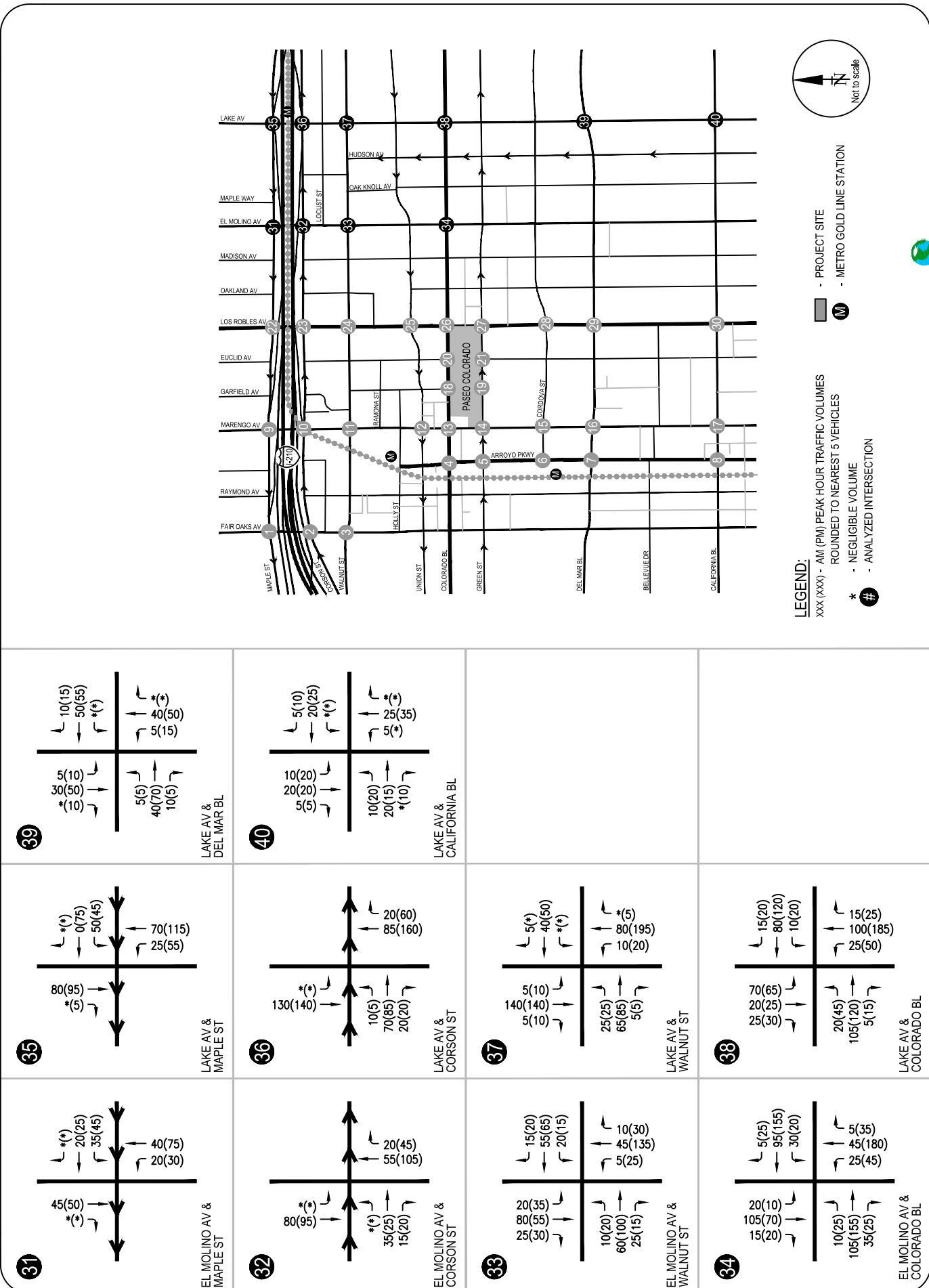


FIGURE 14C
 RELATED PROJECTS ONLY PEAK HOUR TRAFFIC VOLUMES



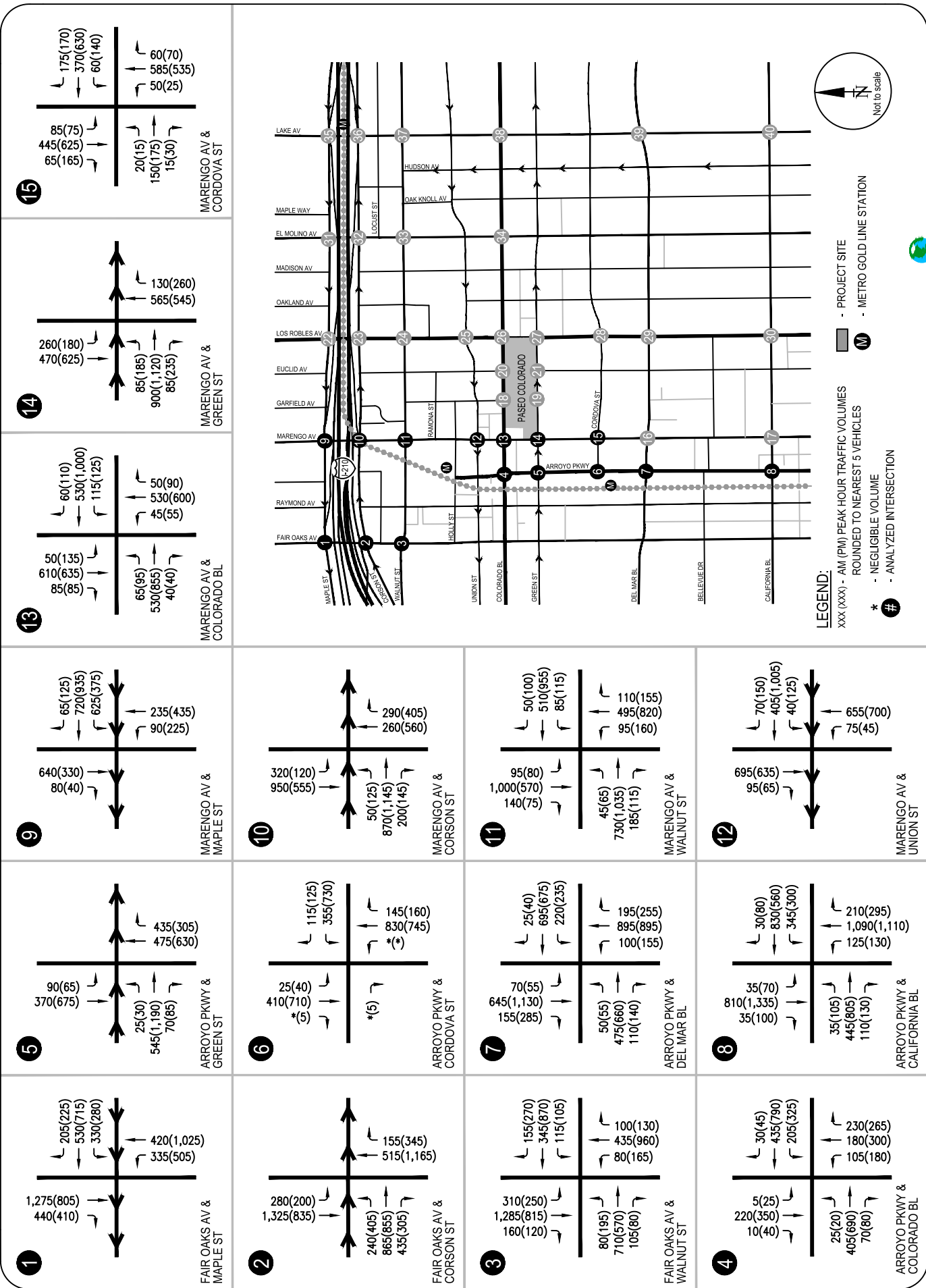
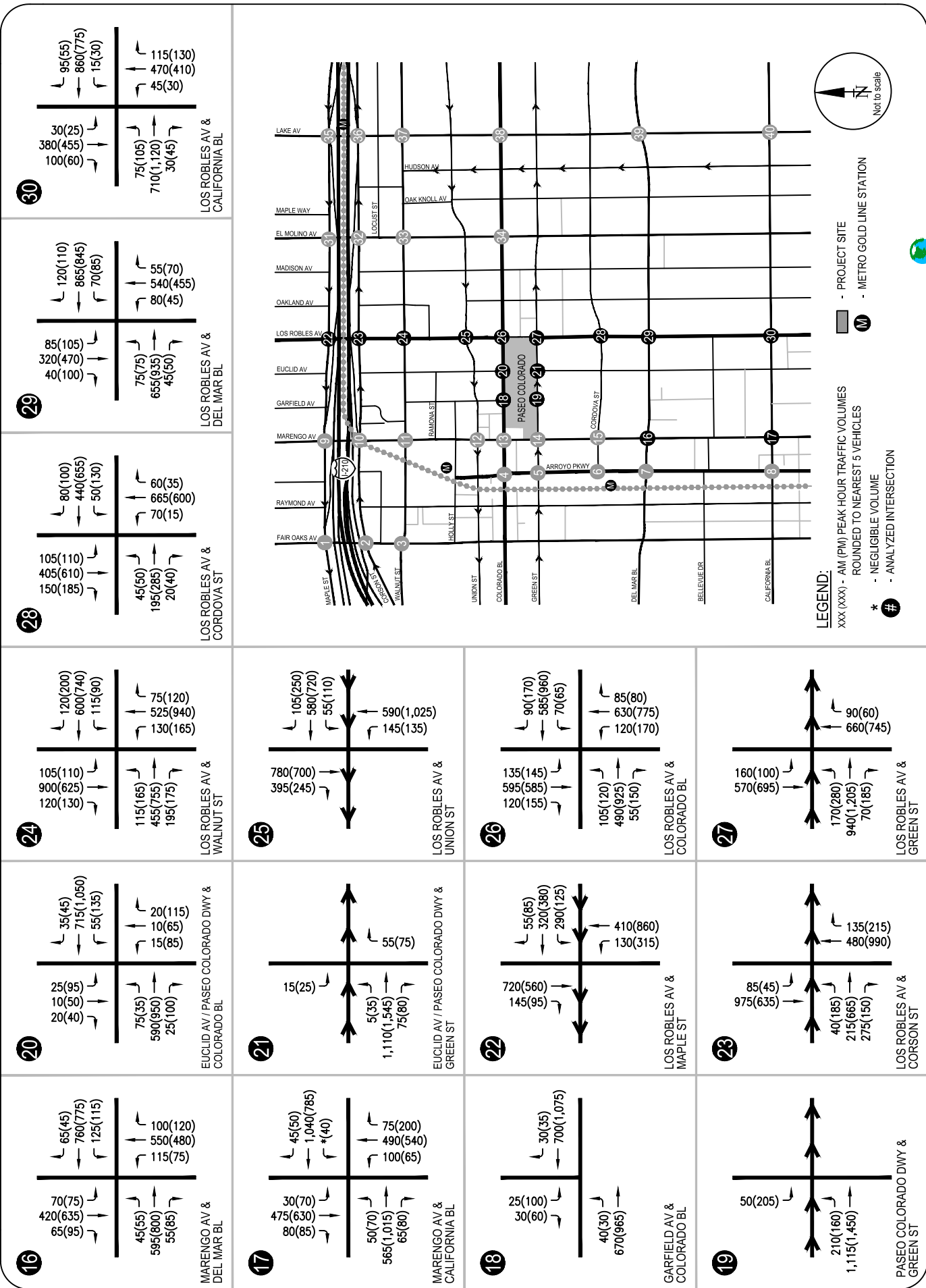


FIGURE 15A CUMULATIVE (2016) WITHOUT PROJECT CONDITIONS PEAK HOUR TRAFFIC VOLUMES



RAJU Associates, Inc.
 FIGURE 15B
 CUMULATIVE (2016) WITHOUT PROJECT CONDITIONS PEAK HOUR TRAFFIC VOLUMES

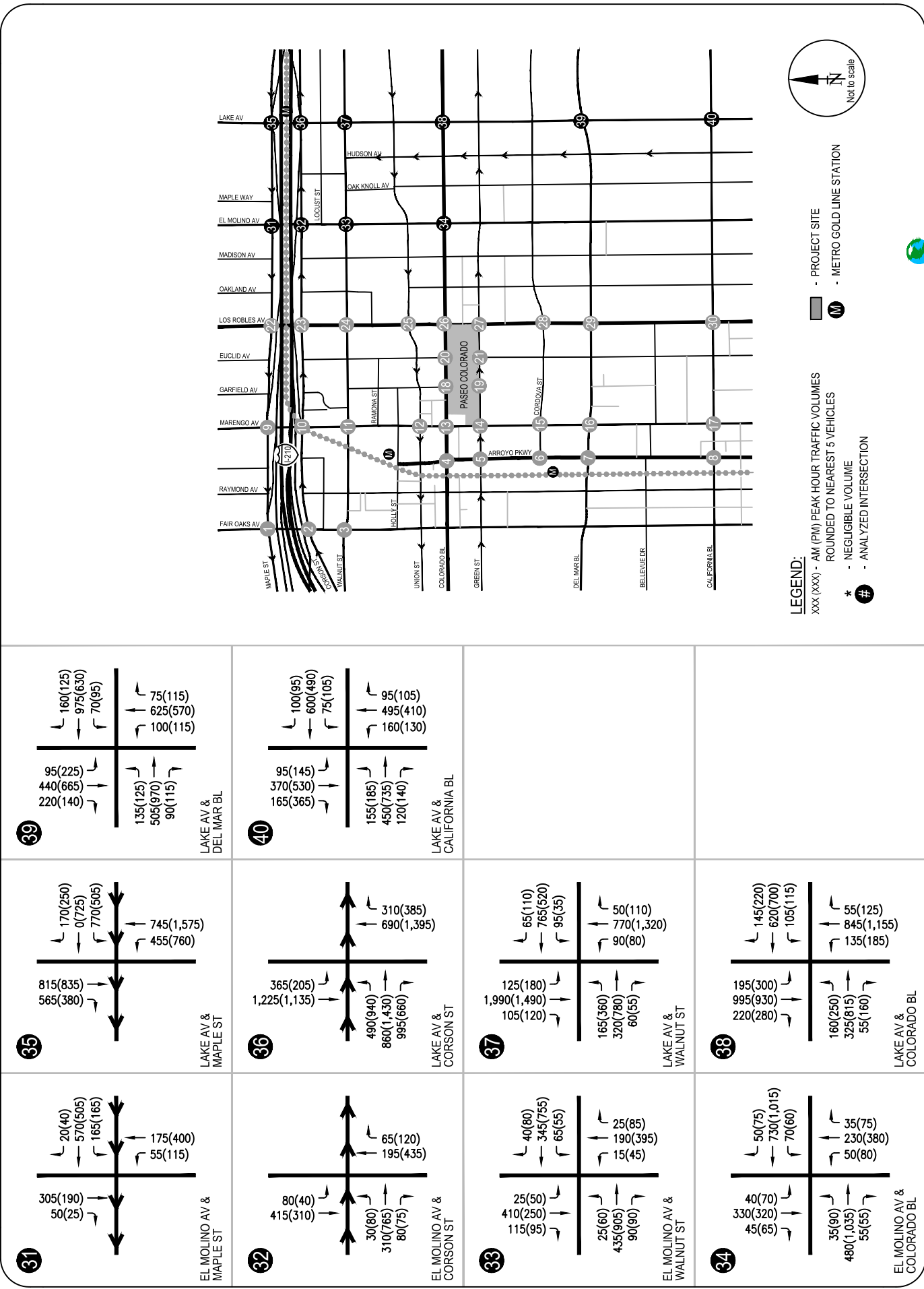


FIGURE 15C
CUMULATIVE (2016) WITHOUT PROJECT CONDITIONS PEAK HOUR TRAFFIC VOLUMES

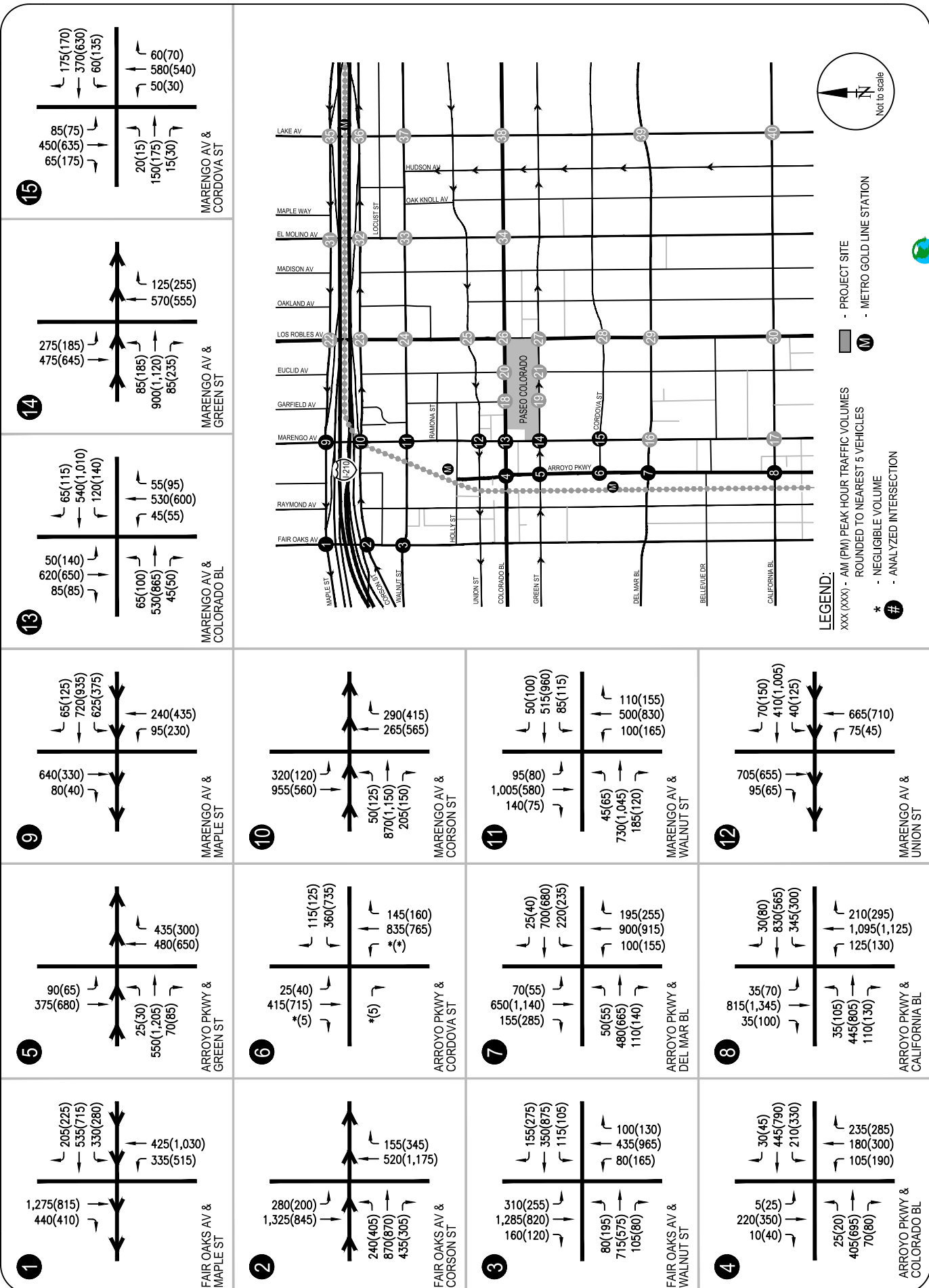


FIGURE 16A CUMULATIVE (2016) PLUS PROJECT CONDITIONS PEAK HOUR TRAFFIC VOLUMES

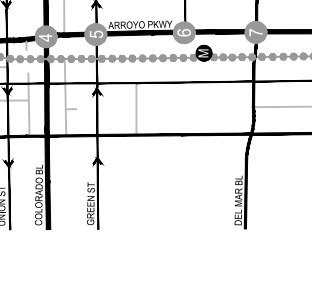
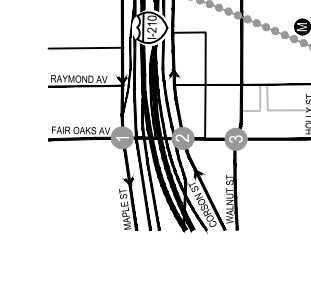
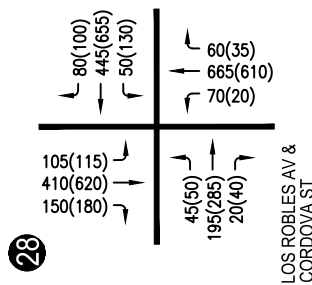
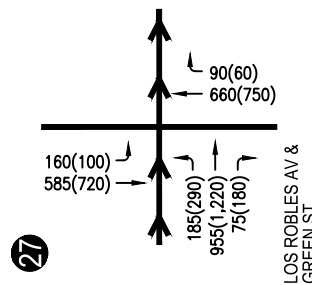
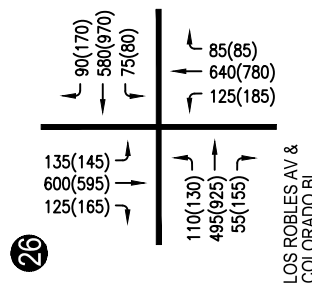
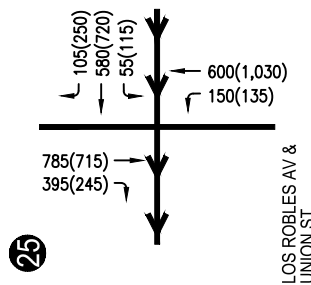
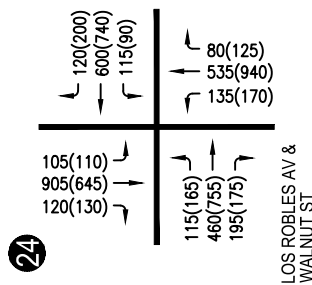
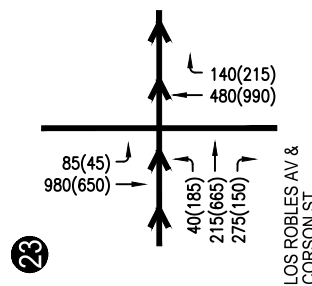
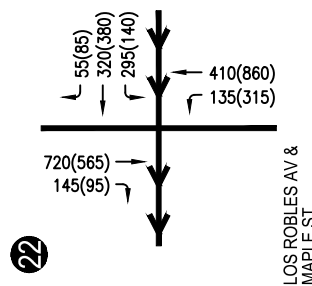
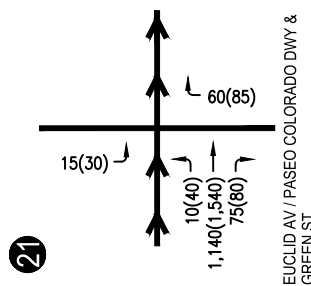
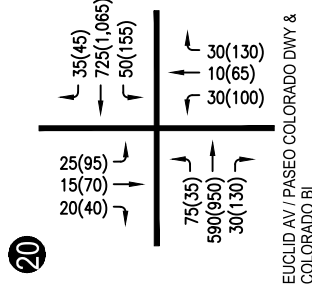
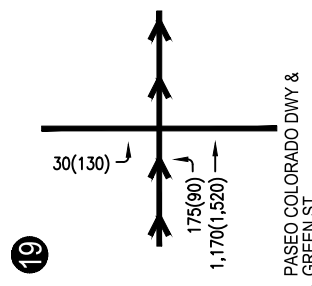
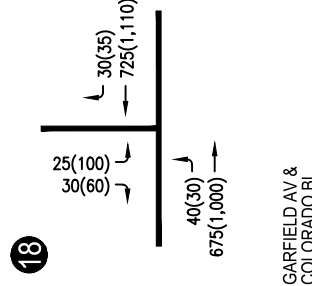
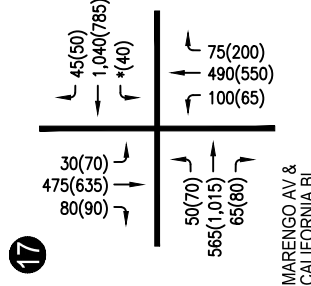
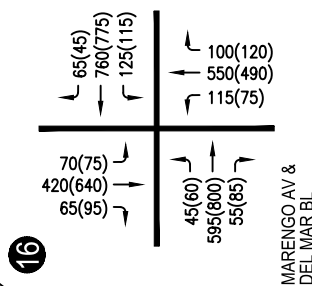
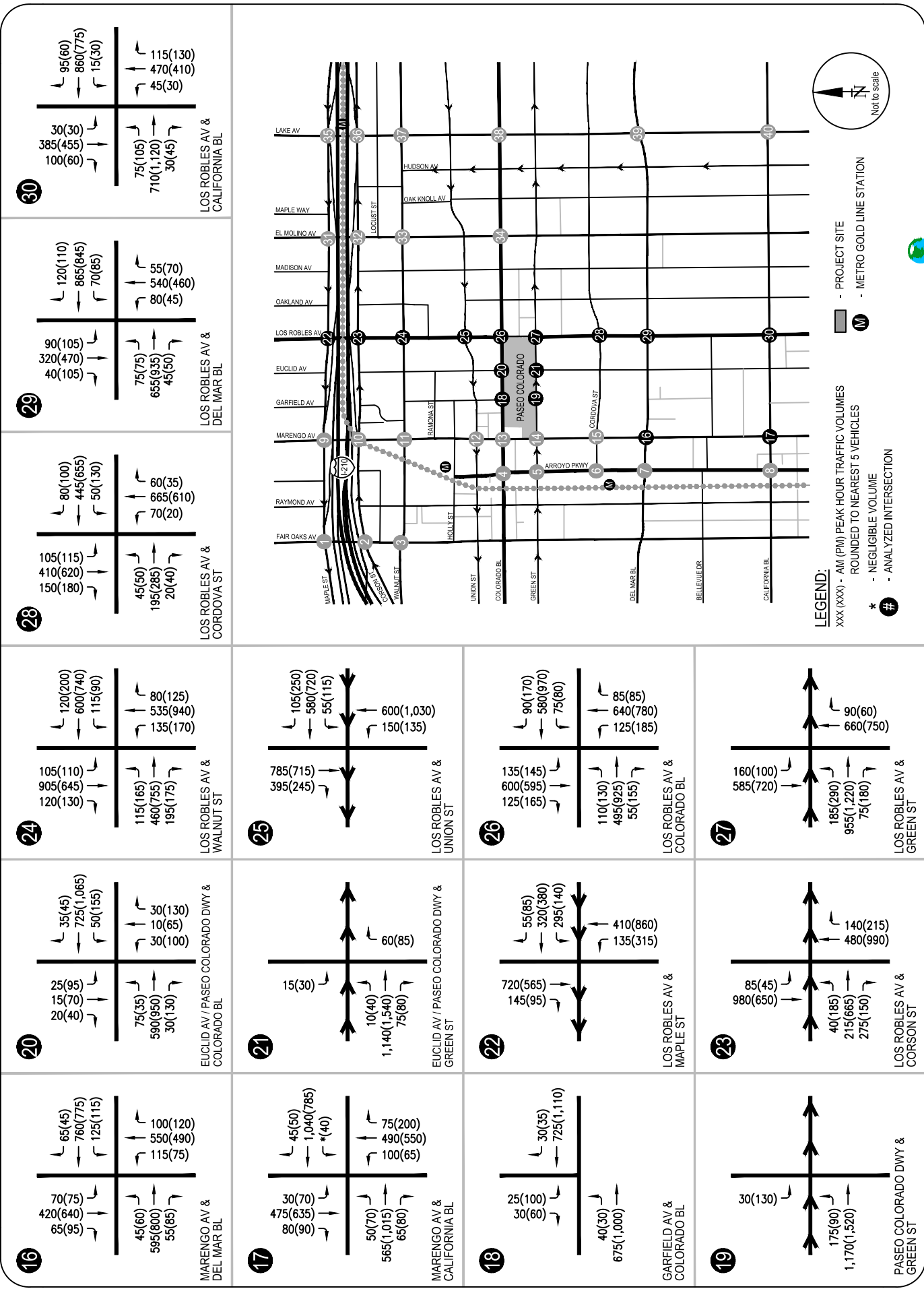
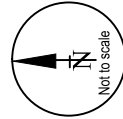
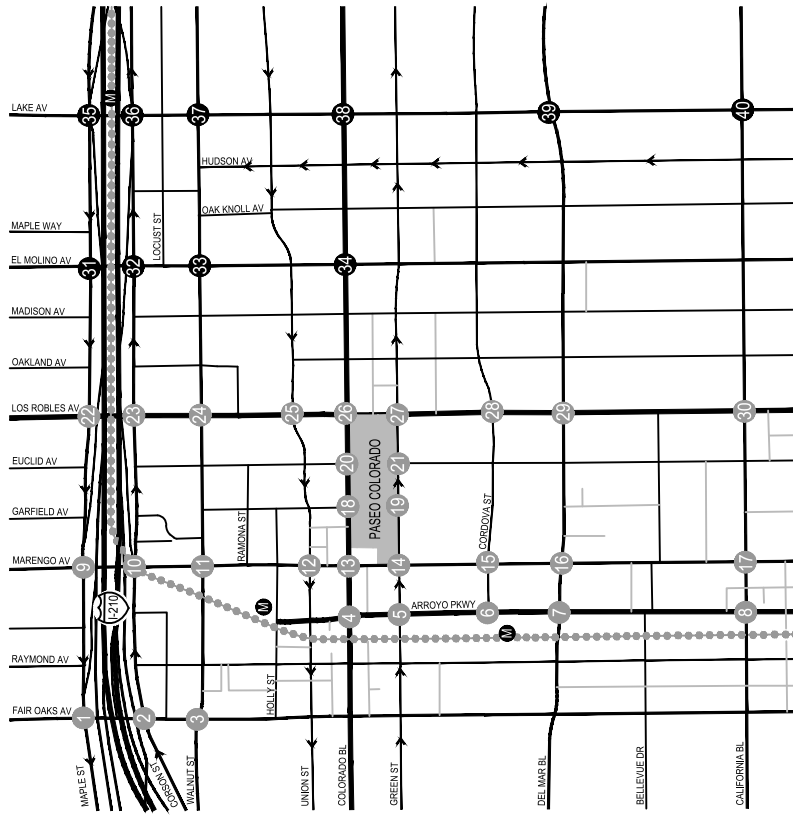


FIGURE 16B CUMULATIVE (2016) PLUS PROJECT CONDITIONS PEAK HOUR TRAFFIC VOLUMES





LEGEND:
 xxx (xxx) - AM (PM) PEAK HOUR TRAFFIC VOLUMES
 ROUNDED TO NEAREST 5 VEHICLES
 * - NEGLIGIBLE VOLUME
 # - ANALYZED INTERSECTION

- PROJECT SITE
 - METRO GOLD LINE STATION

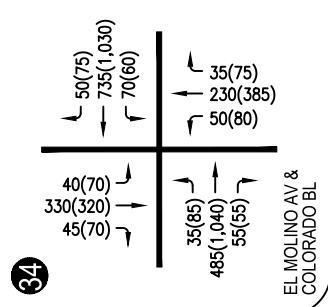
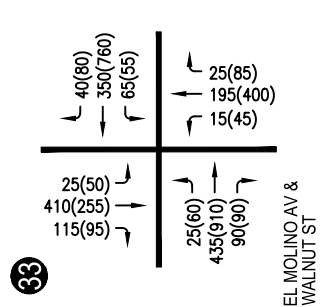
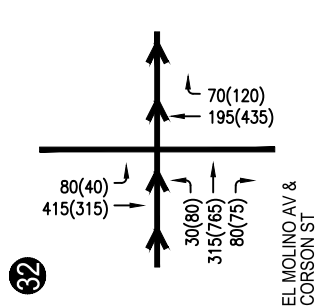
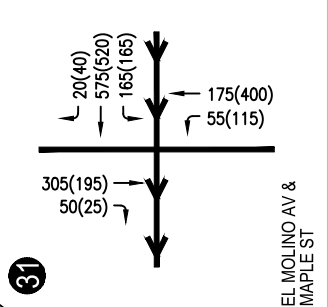
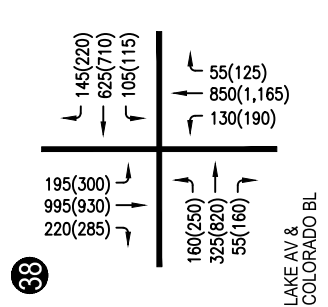
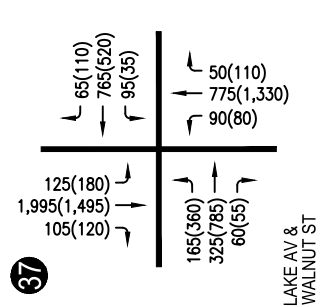
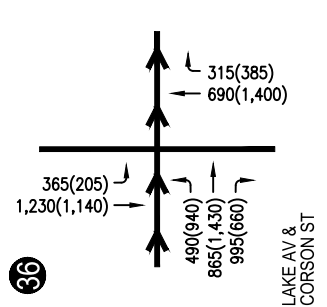
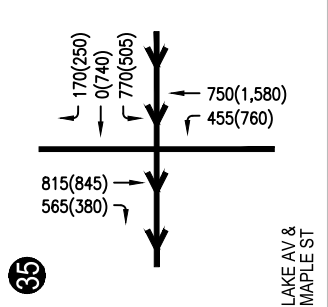
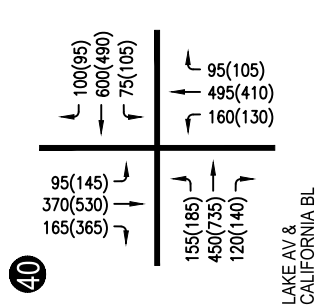
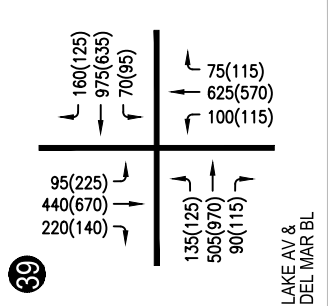


FIGURE 16C
 CUMULATIVE (2016) PLUS PROJECT CONDITIONS PEAK HOUR TRAFFIC VOLUMES

V. TRAFFIC CONDITIONS & IMPACT ANALYSES

The existing and future conditions with and without the Project were analyzed utilizing the methodologies and assumptions per the City of Pasadena traffic study guidelines. The results were then used to assess the potential impact of the Proposed Project on the local street system.

The traffic impact analysis involving the volume to capacity (V/C) ratios at each study location under the baseline and baseline plus project; and cumulative base and cumulative plus project conditions were conducted to determine the incremental difference in V/C ratios caused by the Proposed Project. The incremental difference was then used to assess the potential impact of the project per the significance impact criteria established by the City of Pasadena.

SIGNIFICANT TRAFFIC IMPACT CRITERIA

The City of Pasadena Department of Transportation has established threshold criteria to determine if a project has a significant traffic impact at a specific intersection. According to the criteria that are based on a sliding scale, a project impact is considered significant if the following conditions are met, as shown in Table 9:

TABLE 9
INTERSECTION LEVEL OF SERVICE (LOS) THRESHOLDS

Intersection LOS Project Conditions	Project-Related Increase in V/C Ratio
A	0.06
B	0.05
C	0.04
D	0.03
E	0.02
F	0.01

Table 9 indicates, for example, that a project would have a significant impact at an intersection if the intersection is operating at a LOS A and the incremental change in V/C ratio due to the proposed project is 0.06 or greater. Similarly, the sliding scale criteria indicates that a project would have a significant impact at an intersection if the incremental increase in the V/C ratio is 0.01 or greater when the intersection is operating at a LOS F.

BASELINE (2013) TRAFFIC CONDITIONS

The Baseline (2013) without Project peak hour traffic volumes were analyzed at each of the study intersections to determine the V/C ratio and corresponding level of service. Table 10 presents the results of the Baseline (2013) traffic analysis. As indicated in the table, 39 of the 40 analyzed intersections are projected to operate at LOS C or better during the morning peak hour. During the evening peak hour, 38 of the 40 analyzed intersections are projected to operate at LOS C or better. The remaining intersections projected to operate at LOS E as listed below:

- Arroyo Parkway/California Boulevard – PM Peak Hour: LOS E
- Lake Avenue/Maple Street – AM Peak Hour: LOS E
- Lake Avenue/California Boulevard – PM Peak Hour: LOS E

Capacity calculation worksheets for Baseline (2013) conditions are attached in Appendix H of the report.

BASELINE (2013) PLUS PROJECT TRAFFIC CONDITIONS

The Baseline (2013) plus Project peak hour traffic volumes were analyzed at each of the study intersections to determine the V/C ratio and corresponding level of service. The results of this analysis are similar to Baseline (2013) conditions and are also summarized in Table 10.

Capacity calculation worksheets for Baseline (2013) plus Project conditions are attached in Appendix I of the report.

TABLE 10
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS

Map #	INTERSECTION	Peak Hour	Baseline (2013) Plus Project Conditions			Project Increase Significant Impact			Future (2016) Pre-Project w/Ambient Growth [1]			Cumulative (2016) without Project Conditions [2]			Cumulative (2016) Plus Project - Conditions [3]			Project Increase Significant Impact	
			V/C	LOS		V/C	In V/C	Impact	V/C	LOS		V/C	LOS		V/C	LOS		V/C	In V/C
1	Fair Oaks Avenue & Maple Street	AM PM	0.639 0.648	B B	0.640 0.650	B B	0.001 0.002	No No	0.678 0.668	B B	0.733 0.716	C C	0.735 0.719	C C	0.002 0.003	No No			
2	Fair Oaks Avenue & Corson Street	AM PM	0.561 0.624	A B	0.564 0.631	A B	0.003 0.007	No No	0.580 0.639	A B	0.621 0.698	B B	0.623 0.705	B C	0.002 0.007	No No			
3	Fair Oaks Avenue & Walnut Street	AM PM	0.622 0.748	B C	0.624 0.753	B C	0.002 0.005	No No	0.644 0.772	B C	0.739 0.899	C D	0.740 0.904	C E	0.001 0.005	No No			
4	Arroyo Parkway & Colorado Boulevard	AM PM	0.407 0.628	A B	0.412 0.640	A B	0.005 0.012	No No	0.418 0.640	A B	0.488 0.732	A C	0.493 0.743	A C	0.005 0.011	No No			
5	Arroyo Parkway & Green Street	AM PM	0.335 0.457	A A	0.336 0.466	A A	0.001 0.009	No No	0.343 0.465	A A	0.385 0.516	A A	0.387 0.525	A A	0.002 0.009	No No			
6	Arroyo Parkway & Cordova Street	AM PM	0.373 0.482	A A	0.376 0.484	A A	0.003 0.002	No No	0.383 0.492	A A	0.423 0.551	A A	0.425 0.554	A A	0.002 0.003	No No			
7	Arroyo Parkway & Del Mar Boulevard	AM PM	0.626 0.773	B C	0.628 0.776	B C	0.002 0.003	No No	0.649 0.798	B C	0.704 0.887	C D	0.706 0.890	C D	0.002 0.003	No No			
8	Arroyo Parkway & California Boulevard [4]	AM PM	0.716 0.955	C E	0.717 0.957	C E	0.001 0.002	No No	0.742 0.987	C E	0.804 1.057	D F	0.805 1.059	D F	0.001 0.002	No No			
9	Marengo Avenue & Maple Street	AM PM	0.605 0.579	B A	0.608 0.581	B A	0.003 0.002	No No	0.627 0.595	B A	0.672 0.655	B B	0.673 0.657	B B	0.001 0.002	No No			
10	Marengo Avenue & Corson Street	AM PM	0.542 0.526	A A	0.544 0.531	A A	0.002 0.005	No No	0.561 0.541	A A	0.599 0.588	A A	0.601 0.593	B A	0.002 0.005	No No			
11	Marengo Avenue & Walnut Street	AM PM	0.722 0.695	C B	0.726 0.702	C C	0.004 0.007	No No	0.747 0.716	C C	0.808 0.796	D C	0.812 0.803	D D	0.004 0.007	No No			
12	Marengo Avenue & Union Street	AM PM	0.423 0.511	A A	0.428 0.517	A A	0.005 0.006	No No	0.435 0.522	A A	0.478 0.583	A A	0.482 0.588	A A	0.004 0.005	No No			
13	Marengo Avenue & Colorado Boulevard	AM PM	0.484 0.604	A B	0.492 0.613	A B	0.008 0.009	No No	0.496 0.613	A B	0.552 0.707	A C	0.560 0.714	A C	0.008 0.007	No No			
14	Marengo Avenue & Green Street	AM PM	0.508 0.515	A A	0.519 0.516	A A	0.011 0.001	No No	0.523 0.516	A A	0.564 0.566	A A	0.575 0.571	A A	0.011 0.005	No No			
15	Marengo Avenue & Cordova Street	AM PM	0.600 0.654	A B	0.598 0.661	A B	-0.002 0.007	No No	0.618 0.667	B B	0.665 0.728	B C	0.663 0.736	B C	-0.002 0.008	No No			
16	Marengo Avenue & Del Mar Boulevard	AM PM	0.659 0.758	B C	0.658 0.761	B C	-0.001 0.003	No No	0.681 0.778	B C	0.733 0.847	C D	0.733 0.850	C D	0.000 0.003	No No			
17	Marengo Avenue & California Boulevard	AM PM	0.721 0.775	C C	0.722 0.776	C C	0.001 0.001	No No	0.747 0.798	C C	0.787 0.856	C D	0.786 0.857	C D	-0.001 0.001	No No			
18	Garfield Avenue & Colorado Boulevard	AM PM	0.293 0.407	A A	0.300 0.416	A A	0.007 0.009	No No	0.300 0.410	A A	0.344 0.494	A A	0.352 0.503	A A	0.008 0.009	No No			
19	Garfield Avenue & Green Street	AM PM	0.294 0.423	A A	0.283 0.380	A A	-0.011 -0.043	No No	0.298 0.413	A A	0.326 0.458	A A	0.316 0.414	A A	-0.010 -0.044	No No			
20	Euclid Avenue & Colorado Boulevard	AM PM	0.331 0.535	A A	0.344 0.555	A A	0.013 0.020	No No	0.337 0.506	A A	0.383 0.602	A B	0.395 0.623	A B	0.012 0.021	No No			
21	Euclid Avenue & Green Street	AM PM	0.283 0.368	A A	0.292 0.375	A A	0.009 0.007	No No	0.289 0.365	A A	0.314 0.399	A A	0.323 0.407	A A	0.009 0.008	No No			
22	Los Robles Avenue & Maple Street	AM PM	0.551 0.567	A A	0.554 0.572	A A	0.003 0.005	No No	0.570 0.584	A A	0.625 0.653	B B	0.628 0.657	B B	0.003 0.004	No No			

TABLE 10 (continued)
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS

Map #	INTERSECTION	Peak Hour	Baseline (2013)			Baseline (2013) Plus Project			Future (2016) Pre-Project w/Ambient Growth [1]			Cumulative (2016) without Project Conditions [2]			Cumulative (2016) Plus Project - Conditions [3]			Project Increase		Significant Impact	
			V/C	LOS	LOS	V/C	LOS	LOS	V/C	LOS	LOS	V/C	LOS	LOS	V/C	LOS	LOS	In V/C	In V/C		
23	Los Robles Avenue & Corson Street	AM	0.501	A	0.503	A	0.002	No	0.518	A	0.548	A	0.550	A	0.002	No					No
		PM	0.626	B	0.626	B	0.000	No	0.649	B	0.712	C	0.712	C	0.000	No					No
24	Los Robles Avenue & Walnut Street	AM	0.620	B	0.623	B	0.003	No	0.642	B	0.719	C	0.722	C	0.003	No					No
		PM	0.688	B	0.688	B	0.000	No	0.708	C	0.813	D	0.814	D	0.001	No					No
25	Los Robles Avenue & Union Street	AM	0.471	A	0.473	A	0.002	No	0.486	A	0.531	A	0.532	A	0.001	No					No
		PM	0.488	A	0.489	A	0.001	No	0.500	A	0.548	A	0.549	A	0.001	No					No
26	Los Robles Avenue & Colorado Boulevard	AM	0.511	A	0.518	A	0.007	No	0.525	A	0.600	A	0.605	B	0.005	No					No
		PM	0.644	B	0.651	B	0.007	No	0.650	B	0.769	C	0.776	C	0.007	No					No
27	Los Robles Avenue & Green Street	AM	0.523	A	0.526	A	0.003	No	0.542	A	0.599	A	0.601	B	0.002	No					No
		PM	0.560	A	0.566	A	0.006	No	0.576	A	0.631	B	0.637	B	0.006	No					No
28	Los Robles Avenue & Cordova Street	AM	0.500	A	0.501	A	0.001	No	0.515	A	0.555	A	0.556	A	0.001	No					No
		PM	0.531	A	0.533	A	0.002	No	0.647	B	0.602	B	0.606	B	0.004	No					No
29	Los Robles Avenue & Del Mar Boulevard	AM	0.717	C	0.719	C	0.002	No	0.742	C	0.803	D	0.804	D	0.001	No					No
		PM	0.682	B	0.686	B	0.004	No	0.702	C	0.770	C	0.774	C	0.004	No					No
30	Los Robles Avenue & California Boulevard	AM	0.677	B	0.677	B	0.000	No	0.700	B	0.746	C	0.746	C	0.000	No					No
		PM	0.685	B	0.686	B	0.001	No	0.707	C	0.761	C	0.762	C	0.001	No					No
31	El Molino Avenue & Maple Street	AM	0.404	A	0.406	A	0.002	No	0.418	A	0.459	A	0.460	A	0.001	No					No
		PM	0.464	A	0.469	A	0.005	No	0.476	A	0.544	A	0.549	A	0.005	No					No
32	El Molino Avenue & Corson Street	AM	0.328	A	0.329	A	0.001	No	0.337	A	0.386	A	0.388	A	0.002	No					No
		PM	0.553	A	0.553	A	0.000	No	0.567	A	0.647	B	0.648	B	0.001	No					No
33	El Molino Avenue & Walnut Street	AM	0.544	A	0.546	A	0.002	No	0.564	A	0.670	B	0.670	B	0.000	No					No
		PM	0.569	A	0.572	A	0.003	No	0.587	A	0.766	C	0.769	C	0.003	No					No
34	El Molino Avenue & Colorado Boulevard	AM	0.464	A	0.465	A	0.001	No	0.478	A	0.611	B	0.611	B	0.000	No					No
		PM	0.598	A	0.604	B	0.006	No	0.612	B	0.807	D	0.814	D	0.007	No					No
35	Lake Avenue & Maple Street	AM	0.907	E	0.908	E	0.001	No	0.945	E	0.977	E	0.977	E	0.000	No					No
		PM	0.763	C	0.766	C	0.003	No	0.790	C	0.862	D	0.867	D	0.005	No					No
36	Lake Avenue & Corson Street	AM	0.601	B	0.604	B	0.003	No	0.624	B	0.658	B	0.661	B	0.003	No					No
		PM	0.763	C	0.765	C	0.002	No	0.790	C	0.840	D	0.841	D	0.001	No					No
37	Lake Avenue & Walnut Street	AM	0.776	C	0.777	C	0.001	No	0.808	D	0.861	D	0.861	D	0.000	No					No
		PM	0.675	B	0.677	B	0.002	No	0.698	B	0.767	C	0.769	C	0.002	No					No
38	Lake Avenue & Colorado Boulevard	AM	0.667	B	0.668	B	0.001	No	0.690	B	0.748	C	0.749	C	0.001	No					No
		PM	0.714	C	0.718	C	0.004	No	0.735	C	0.882	D	0.885	D	0.003	No					No
39	Lake Avenue & Del Mar Boulevard	AM	0.666	B	0.667	B	0.001	No	0.692	B	0.726	C	0.726	C	0.000	No					No
		PM	0.702	C	0.703	C	0.001	No	0.728	C	0.774	C	0.775	C	0.001	No					No
40	Lake Avenue & California Boulevard	AM	0.789	C	0.790	C	0.001	No	0.819	D	0.854	D	0.856	D	0.002	No					No
		PM	0.923	E	0.924	E	0.001	No	0.955	E	0.981	E	0.983	E	0.002	No					No

[1] Per City of Pasadena traffic study guidelines, an intermediate scenario was evaluated.

[2] Represents Future (2016) Pre-Project w/Ambient Growth and Related Project conditions.

[3] Represents Future (2016) with Project conditions.

[4] Los Angeles County Congestion Management Program (CMP) Arterial Monitoring Location.

CUMULATIVE (2016) WITHOUT PROJECT TRAFFIC CONDITIONS

The Cumulative (2016) without Proposed Project peak hour traffic volumes were analyzed at each of the studied intersections to determine the volume to capacity (V/C) ratio and corresponding level of service. Table 10 also presents the results of the Year 2016 Cumulative without Project traffic analysis. As indicated in the table, 39 of the 40 analyzed intersections are projected to operate at LOS D or better during the morning peak hour. During the evening peak hour, 38 of the 40 analyzed intersections are projected to operate at LOS D or better. The remaining intersections are projected to operate at LOS E or F as listed below:

- Arroyo Parkway/California Boulevard – PM Peak Hour: LOS F
- Lake Avenue/Maple Street – AM Peak Hour: LOS E
- Lake Avenue/California Boulevard – PM Peak Hour: LOS E

ICU Worksheets for Cumulative (2016) without Project conditions are attached in Appendix K.

CUMULATIVE (2016) PLUS PROJECT TRAFFIC CONDITIONS

The Cumulative (2016) plus Project peak hour traffic volumes were analyzed to determine the volume to capacity (V/C) ratio and LOS at each of the studied intersections. The results of this analysis are summarized in Table 10.

ICU Worksheets for Cumulative (2016) plus Project conditions are attached in Appendix L.

Per the City of Pasadena Traffic Study Guidelines, an intermediate traffic scenario was also evaluated. The intermediate scenario includes the Future Pre-Project with Ambient Growth conditions. The results of this analysis are included in Table 10. ICU worksheets for this intermediate scenario are included in Appendix J.

PROJECT IMPACTS

Using the specified significant impact criteria for intersections shown in Table 9, the traffic impacts at the 40 analyzed locations due to the Proposed Project were determined. Table 10 identifies the traffic impacts during both AM and PM peak hours at each of the analysis locations. As indicated in Table 10, the Proposed Project does not cause significant impacts at any of the analyzed intersections during morning and evening peak hours under both baseline and future conditions scenarios.

GENERAL PLAN MOBILITY ELEMENT CONSISTENCY

The Proposed Project is consistent with the adjacent uses, and is consistent with the goals and objectives of the City of Pasadena Mobility Element to address the needs of multi-modal corridors, street and community neighborhoods affected by traffic. The Proposed Project is bound by three multi-modal corridors: Colorado Boulevard, Green Street, and Los Robles Avenue. The Project is expected to make the most efficient use of major corridors as project access points.

VI. ROADWAY SEGMENT ANALYSIS

This chapter provides an analysis of roadway segments in the vicinity of the project. This analysis assesses potential neighborhood traffic intrusion impacts as a result of the Proposed Project, per the City of Pasadena Traffic Study Guidelines.

ROADWAY SEGMENT EXISTING TRAFFIC VOLUMES

Working closely with the City of Pasadena Department of Transportation staff, the study identified 25 roadway segment locations for analysis and assessment of conditions. These street segments include:

1. Marengo Avenue between Corson Street and Walnut Street
2. Marengo Avenue between Walnut Street and Holly Street
3. Marengo Avenue between Cordova Street and Del Mar Boulevard
4. Marengo Avenue between Del Mar Boulevard and California Street
5. Euclid Avenue between Corson Street and Walnut Street
6. Euclid Avenue between Cordova Street and Del Mar Boulevard
7. Los Robles Avenue between Walnut Street and Union Street
8. Los Robles Avenue between Colorado Boulevard and Green Street
9. Los Robles Avenue between Cordova Street and Del Mar Boulevard
10. Los Robles Avenue between Del Mar Boulevard and California Boulevard
11. El Molino Avenue between Walnut Street and Union Street
12. El Molino Avenue between Del Mar Boulevard and California Boulevard
13. Walnut Street between Raymond Avenue and Marengo Avenue
14. Union Street between Garfield Avenue and Euclid Avenue
15. Union Street between Oak Knoll Avenue and Hudson Avenue
16. Colorado Boulevard between Arroyo Parkway and Marengo Avenue
17. Colorado Boulevard between Marengo Avenue and Garfield Avenue
18. Colorado Boulevard between Euclid Avenue and Los Robles Avenue

19. Colorado Boulevard between Los Robles Avenue and Oakland Avenue
20. Green Street between Arroyo Parkway and Marengo Avenue
21. Green Street between Marengo Avenue and Garfield Avenue
22. Green Street between Euclid Avenue and Los Robles Avenue
23. Green Street between Los Robles Avenue and Oakland Avenue
24. Green Street between Oakland Avenue and Madison Avenue
25. Cordova Street between Los Robles Avenue and Oakland Avenue

Existing daily traffic volumes are summarized in Table 11. As indicated in the table, daily traffic counts were conducted at 21 of the 25 street segments in May 2013 using machine counters, while one location was counted in January 2013 and another location counted in August 2013. The remaining two locations were counted in 2012 and were factored up by 1.5% to reflect existing 2013 conditions. The raw data associated with these traffic counts are included in Appendix C.

As indicated in the table, the existing daily traffic volumes on the Marengo Avenue analyzed street segments range from 13,018 to 18,922 vehicles per day. On Euclid Avenue between Corson Street and Walnut Street, the existing daily traffic volume is 2,710 vehicles per day. On Euclid Avenue between Cordova Street and Del Mar Boulevard, the existing daily traffic volume is 2,546 vehicles per day. The existing daily traffic volumes on the Los Robles Avenue analyzed street segments range from 12,618 to 20,263 vehicles per day. The existing daily traffic volume on El Molino Avenue between Walnut Street and Union Street is 7,077 vehicles per day and that between Del Mar Boulevard and California Boulevard is 5,514 vehicles per day. On Walnut Street between Raymond Avenue and Marengo Avenue, the daily traffic volume is 11,650 vehicles per day. The existing daily traffic volume on Union Street between Garfield Avenue and Euclid Avenue is 7,932 vehicles per day and between Oak Knoll Avenue and Hudson Avenue is 6,977 vehicles per day. The existing daily traffic volumes on the Colorado Boulevard analyzed street segments range from 19,893 to 20,949 vehicles per day. The existing daily traffic volumes on the Green Street analyzed street segments range from 8,602 to 12,645 vehicles per day. On Cordova Street between Los Robles Avenue and Oakland Avenue, the daily traffic volume is 10,002 vehicles per day.

**TABLE 11
EXISTING AVERAGE DAILY TRAFFIC (ADT)**

Street Segment	Count Date	Average Daily Traffic
		Existing 2013
Marengo Avenue between Corson Street & Walnut Street between Walnut Street & Holly Street [1] between Cordova Street & Del Mar Boulevard between Del Mar Boulevard & California Boulevard	May 23, 2013 February 28, 2012 May 21, 2013 May 21, 2013	18,922 18,661 13,018 14,195
Euclid Avenue between Corson Street & Walnut Street between Cordova Street & Del Mar Boulevard	May 29, 2013 May 30, 2013	2,710 2,546
Los Robles Avenue between Walnut Street and Union Street between Colorado Boulevard & Green Street between Cordova Street & Del Mar Boulevard between Del Mar Boulevard & California Boulevard	January 23, 2013 May 21, 2013 May 21, 2013 May 30, 2013	20,263 16,980 13,219 12,618
El Molino Avenue between Walnut Street & Union Street between Del Mar Boulevard & California Boulevard	May 21, 2013 May 29, 2013	7,077 5,514
Walnut Street between Raymond Avenue & Marengo Avenue [1]	February 7, 2012	11,650
Union Street between Garfield Avenue & Euclid Avenue between Oak Knoll Avenue & Hudson Avenue	May 23, 2013 May 23, 2013	7,932 6,977
Colorado Boulevard between Arroyo Parkway & Marengo Avenue between Marengo Avenue & Garfield Avenue between Euclid Avenue & Los Robles Avenue between Los Robles Avenue & Oakland Avenue	May 29, 2013 May 29, 2013 May 21, 2013 May 21, 2013	20,684 20,227 19,893 20,949
Green Street between Arroyo Parkway & Marengo Avenue between Marengo Avenue & Euclid Avenue between Euclid Avenue & Los Robles Avenue between Los Robles Avenue & Oakland Avenue between Oakland Avenue & Madison Avenue	May 21, 2013 May 21, 2013 May 21, 2013 August 20, 2013 May 21, 2013	12,645 11,529 11,134 8,860 8,602
Cordova Street between Los Robles Avenue & Oakland Avenue	May 21, 2013	10,002

[1] Year 2012 count factored upwards 1.5% to reflect Existing 2013 conditions.

ROADWAY SEGMENT BASELINE (2013) TRAFFIC VOLUMES

At the time when the existing (2013) traffic counts were collected, approximately 106,661 square feet of retail uses (not including Macy's Department Store) at the Paseo Colorado Center was vacant. Therefore, daily traffic associated with these vacant uses was determined (based on the trip generation included in Table 7) and added to the Existing (2013) traffic counts to obtain the Baseline (2013) traffic forecast. Table 12 summarizes the Baseline (2013) daily traffic volumes on the analyzed street segments.

BASELINE (2013) PLUS PROJECT TRAFFIC VOLUMES

Based on the daily distribution assumptions and the daily trip generation estimates for the Proposed Project, daily traffic estimates of net project-only trips were developed. The resulting project-only daily traffic estimates on the analyzed street segments are summarized in Table 12 and listed below:

- Marengo Avenue between Corson Street and Walnut Street: 293 daily trips
- Marengo Avenue between Walnut Street and Holly Street: 387 daily trips
- Marengo Avenue between Cordova Street and Del Mar Boulevard: 186 daily trips
- Marengo Avenue between Del Mar Boulevard and California Street: 143 daily trips
- Euclid Avenue between Corson Street and Walnut Street: 75 daily trips
- Euclid Avenue between Cordova Street and Del Mar Boulevard: 14 daily trips
- Los Robles Avenue between Walnut Street and Union Street: 319 daily trips
- Los Robles Avenue between Colorado Boulevard and Green Street: 555 daily trips
- Los Robles Avenue between Cordova Street and Del Mar Boulevard: 220 daily trips
- Los Robles Avenue between Del Mar Boulevard and California Boulevard: 104 daily trips
- El Molino Avenue between Walnut Street and Union Street: 72 daily trips
- El Molino Avenue between Del Mar Boulevard and California Boulevard: 28 daily trips
- Walnut Street between Raymond Avenue and Marengo Avenue: 244 daily trips
- Union Street between Garfield Avenue and Euclid Avenue: 39 daily trips
- Union Street between Oak Knoll Avenue and Hudson Avenue: 43 daily trips
- Colorado Boulevard between Arroyo Parkway and Marengo Avenue: 416 daily trips
- Colorado Boulevard between Marengo Avenue and Garfield Avenue: 674 daily trips
- Colorado Boulevard between Euclid Avenue and Los Robles Avenue: 671 daily trips
- Colorado Boulevard between Los Robles Avenue and Oakland Avenue: 312 daily trips

**TABLE 12
STREET SEGMENT ANALYSIS**

Street Segment	Average Daily Traffic			Required Multi-Modal Measure
	Baseline (2013) Conditions	Project	% Change	
Marengo Avenue between Corson Street & Walnut Street	19,328	293	1.5%	Staff review and conditions.
Marengo Avenue between Walnut Street & Holly Street	19,140	387	2.0%	Staff review and conditions.
Marengo Avenue between Cordova Street & Del Mar Boulevard	13,443	186	1.4%	Staff review and conditions.
Marengo Avenue between Del Mar Boulevard & California Boulevard	14,545	143	1.0%	Staff review and conditions.
Euclid Avenue between Corson Street & Walnut Street	2,765	75	2.7%	Soft measures required
Euclid Avenue between Cordova Street & Del Mar Boulevard	2,546	14	0.5%	Staff review and conditions.
Los Robles Avenue between Walnut Street & Union Street	20,594	319	1.5%	Staff review and conditions.
Los Robles Avenue between Colorado Boulevard & Green Street	17,512	555	3.2%	Soft measures required
Los Robles Avenue between Cordova Street & Del Mar Boulevard	13,570	220	1.6%	Staff review and conditions.
Los Robles Avenue between Del Mar Boulevard & California Boulevard	12,803	104	0.8%	Staff review and conditions.
El Molino Avenue between Walnut Street & Union Street	7,151	72	1.0%	Staff review and conditions.
El Molino Avenue between Del Mar Boulevard & California Boulevard	5,550	28	0.5%	Staff review and conditions.
Walnut Street between Raymond Avenue & Marengo Avenue	11,871	244	2.1%	Staff review and conditions.
Union Street between Garfield Avenue & Euclid Avenue	7,987	39	0.5%	Staff review and conditions.
Union Street between Oak Knoll Avenue & Hudson Avenue	7,013	43	0.6%	Staff review and conditions.
Colorado Boulevard between Arroyo Parkway & Marengo Avenue	21,071	416	2.0%	Staff review and conditions.
Colorado Boulevard between Marengo Avenue & Garfield Avenue	20,943	674	3.2%	Soft measures required
Colorado Boulevard between Euclid Avenue & Los Robles Avenue	20,999	671	3.2%	Soft measures required
Colorado Boulevard between Los Robles Avenue & Oakland Avenue	21,465	312	1.5%	Staff review and conditions.
Green Street between Arroyo Parkway & Marengo Avenue	12,995	161	1.2%	Staff review and conditions.
Green Street between Marengo Avenue & Euclid Avenue	12,123	153	1.3%	Staff review and conditions.
Green Street between Euclid Avenue & Los Robles Avenue	11,851	454	3.8%	Soft measures required.
Green Street between Los Robles Avenue and Oakland Avenue	8,934	221	2.5%	Soft measures required
Green Street between Oakland Avenue & Madison Avenue	8,676	221	2.5%	Soft measures required
Cordova Street between Los Robles Avenue & Oakland Avenue	10,076	58	0.6%	Staff review and conditions.

- Green Street between Arroyo Parkway and Marengo Avenue: 161 daily trips
- Green Street between Marengo Avenue and Euclid Avenue: 153 daily trips
- Green Street between Euclid Avenue and Los Robles Avenue: 454 daily trips
- Green Street between Los Robles Avenue and Oakland Avenue: 221 daily trips
- Green Street between Oakland Avenue and Madison Avenue: 221 daily trips
- Cordova Street between Los Robles Avenue and Oakland Avenue: 58 daily trips

The daily traffic volumes resulting from the addition of trips generated by the Proposed Project to the Baseline (2013) daily traffic counts are shown in Table 12. The street segment impact analysis of the Proposed Project is also included in Table 12. It is worth noting that pass-by trip credit was not taken at the analyzed street segments adjacent to the Project site.

STREET SEGMENT IMPACT THRESHOLDS

The City of Pasadena has established specific threshold criteria for project impacts to any street segment. These thresholds are described in Table 13. Baseline (2013) daily traffic is compared to the Project traffic volumes and the percent (%) increase due to the proposed project's traffic is determined. The City's traffic study guidelines call for specific traffic measure requirements ranging from staff review and conditions, to extensive physical measures and consideration of alternatives to the project, based on percent increase due to the proposed project.

ASSESSMENT OF SIGNIFICANT IMPACTS

From Table 12, it can be observed that the Proposed Project would increase the daily traffic ranging from 0.5% to 2.1% on 18 of the 25 analyzed street segments. Per the City's street segment thresholds, these street segments are below the 2.4% threshold, requiring staff review and conditions.

The Proposed Project would increase the daily traffic on the remaining 7 analyzed street segments ranging from 2.5% to 3.8%. This is below the City's street segment threshold of 4.9%, requiring soft measures. No significant impacts on street segments requiring physical improvements would occur due to the Proposed Project.

**TABLE 13
STREET SEGMENT THRESHOLDS [1]**

Traffic Growth on Street Segments	Required Multi-Modal 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 measures required
5.0% - 7.4% Daily Traffic Growth	- Initial study required - Soft measures required - Physical improvements may be required
7.5% + Daily Traffic Growth	- Initial study required - Soft measures required - Extensive physical improvements may be required - Project alternatives may be considered

[1] Source: *Transportation Impact Review Current Practice & Guidelines*, City of Pasadena Transportation Planning & Development Division, Department of Transportation

VII. REGIONAL/CMP ANALYSIS

This section presents the Congestion Management Program (CMP) transportation impact analysis. This analysis was conducted in accordance with the procedures outlined in the *2010 Congestion Management Program for Los Angeles County* (Los Angeles County Metropolitan Transportation Authority, 2010). The CMP requires that when a traffic impact report is prepared for a project, traffic impact analyses be conducted for select regional facilities based on the magnitude of project traffic expected to use these facilities.

CMP TRAFFIC IMPACT ANALYSIS

The CMP guidelines for determining the analysis study area for CMP arterial monitoring intersections and for freeway monitoring locations are as follows:

- 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.
- All CMP mainline freeway monitoring locations where the proposed project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

The nearest CMP arterial monitoring intersection to the Project site is at the intersection of Arroyo Parkway and California Boulevard. Based on the incremental Project trip generation estimates presented in Chapter III, the Proposed Project is not expected to add 50 or more new trips per hour to this location. Therefore, no further analysis of this CMP monitoring intersection is required. However, this location was included in the traffic impact analysis and it was determined that the Project would not have a significant impact at this intersection.

The nearest CMP mainline freeway monitoring locations adjacent to the Project site are the I-210 Freeway west of SR-134 and at Rosemead Boulevard. Based on the incremental Project trip generation estimates, the Proposed Project will not add 150 or more new trips per hour to these locations in either direction. Therefore, no further analysis of CMP freeway monitoring stations is required.

VIII. PEDESTRIAN, BICYCLE AND MULTIMODAL LOS ANALYSES

This chapter presents an assessment of Pedestrian Environmental Quality Index (PEQI), Bicycle Environmental Quality Index (BEQI) and Multimodal Level of Service (MMLOS) analyses along Colorado Boulevard, Los Robles Avenue, Green Street and Marengo Avenue adjacent to the Project site. The PEQI, BEQI and MMLOS analyses were conducted at the following locations:

Intersections

- Marengo Avenue/Union Street
- Marengo Avenue/Colorado Boulevard
- Marengo Avenue/Green Street
- Marengo Avenue/Cordova Street
- Garfield Avenue/Colorado Boulevard
- Paseo Colorado Driveway/Green Street
- Euclid Avenue/Colorado Boulevard
- Euclid Avenue/Green Street
- Los Robles Avenue/Union Street
- Los Robles Avenue/Colorado Boulevard
- Los Robles Avenue/Green Street
- Los Robles Avenue/Cordova Street

Street Segments

- Colorado Boulevard between Marengo Avenue and Garfield Avenue
- Colorado Boulevard between Garfield Avenue and Euclid Avenue
- Colorado Boulevard between Euclid Avenue and Los Robles Avenue
- Green Street between Marengo Avenue and Paseo Colorado Driveway
- Green Street between Paseo Colorado Driveway and Euclid Avenue
- Green Street between Euclid Avenue and Los Robles Avenue
- Marengo Avenue between Union Street and Colorado Boulevard
- Marengo Avenue between Colorado Boulevard and Green Street
- Marengo Avenue between Green Street and Cordova Street
- Los Robles Avenue between Union Street and Colorado Boulevard
- Los Robles Avenue between Colorado Boulevard and Green Street
- Los Robles Avenue between Green Street and Cordova Street

Brief descriptions of PEQI, BEQI and MMLOS analyses follow.

PEDESTRIAN ENVIRONMENTAL QUALITY INDEX ANALYSIS

This section describes the Pedestrian Environmental Quality Index (PEQI) analysis of intersections and roadway segments adjacent to and within walking distance of the Project site. PEQI analysis is a quantitative, observational instrument used to describe and summarize the intersection and street physical pedestrian environment known as walk-ability. It was developed by the San Francisco Department of Public Health (SFDPH) to evaluate existing barriers to walking and to assess the quality of the physical pedestrian environment.

Data for the PEQI analysis was collected by Raju Associates' staff using an observational survey instrument which quantified street, intersection, and pedestrian conditions that affect the walk-ability of a neighborhood. This data was converted into numeric values using information provided by SFDPH, scored and then used to determine indices of walk-ability, known as the PEQI.

PEQI Methodology

The PEQI analysis involves collecting data using a PEQI Survey form contained in the PEQI Manual titled *Pedestrian Environmental Quality Index: Street Auditor's Training Manual*, October 2012, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section. These data collection procedures and analyses are consistent with the guidelines and methodology contained in the above document as well as the document *The Pedestrian Environmental Quality Index (PEQI): An assessment of the physical condition of streets and intersections*, Draft Methods Report, Fall 2008, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section.

The data collected for the PEQI analysis consists of 31 indicators, including 11 intersection and 20 street segment factors associated with pedestrian environmental quality and safety, grouped into five categories or domains (one domain for intersections and four domains for street segments). These indicators and domains are summarized in Table 14. The indicator responses of the data are converted into numeric values using information provided by SFDPH (see Appendix M for indicator response score values, based on PEQI version 2.0) to calculate PEQI scores. The intersection and street segment PEQI scoring system is summarized in Table 15.

**TABLE 14
PEDESTRIAN ENVIRONMENTAL QUALITY INDEX (PEQI) - INDICATORS BY DOMAIN**

INTERSECTION	STREET SEGMENT			Perceived Safety
	Traffic	Street Design	Land Use	
Intersection Safety Crosswalk High Visibility Crosswalk Intersection Lighting Traffic Control Device Pedestrian/Countdown Signal Wait Time Crossing Speed Pedestrian Refuge Island Curb Ramps Traffic Calming Features Pedestrian Engineering Countermeasures	Number of Lanes Posted Speed Limit Traffic Volume Traffic Calming Features	Continuous Sidewalk Width of Sidewalk Width of Throughway Large Sidewalk Obstructions Sidewalk Impediments Trees Driveway Cuts Presence of Buffer Planters/Gardens	Public Art/Historical Sites Storefronts/Retail Use Public Seating	Pedestrian Scale Lighting Illegal Graffiti Litter Empty Spaces

Source:
 PEQI Version 2.0 Survey Results Table, provided by Lindsey Realmuto, Health Program Planner, San Francisco Department of Public Health, Equity and Sustainability
 Environmental Health Section, July 2013
 Pedestrian Environmental Quality Index website, www.sfphes.org
 PEQI Version 2.0, October 2012.

**TABLE 15
PEQI INTERSECTION AND STREET SEGMENT SCORING SYSTEM**

PEQI Score	PEQI Pedestrian Description
0-20	Poor Quality - pedestrian conditions absent
21-40	Low Quality - minimal pedestrian conditions
41-60	Average Quality - pedestrian conditions present but room for improvement
61-80	High Quality - some important pedestrian conditions present
81-100	Highest Quality - many important pedestrian conditions present

Source: *The Pedestrian Environmental Quality Index (PEQI): An assessment of the physical condition of streets and intersections, Draft Methods Report - Fall 2008*, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section

PEQI Analysis

Tables 16 and 17 summarize the results of PEQI analysis for existing conditions at the 12 intersections and 12 street segments, respectively. As indicated in Table 16, 11 of the intersections have a resulting PEQI score ranging from 61 to 79, High Quality Pedestrian walk-ability conditions, while the intersection of Garfield Avenue/Colorado Boulevard has a resulting PEQI score of 86, Highest Quality Pedestrian walk-ability condition.

Table 17 summarizes the results of the existing PEQI street segment analysis. As indicated in the table, the Marengo Avenue, Los Robles Avenue, Colorado Boulevard and Green Street analyzed segments have resulting PEQI scores ranging from 43 to 58, Average Quality Pedestrian walk-ability conditions and resulting PEQI scores ranging from 61 to 73, High Quality Pedestrian walk-ability conditions in one or both directions. The supporting PEQI calculation worksheets are included in Appendix M.

Per the City of Pasadena traffic impact guidelines, environmental quality of non-vehicular modes must be improved when the assessment of analyzed segments and intersections reveal less than average conditions. The results of the PEQI analysis indicate Average Conditions or better at the study intersections and street segments.

The PEQI street segment scores are dependent on land-use factors such as the presence of public art/historic sites and storefront/retail use, as well as perceived safety factors such as pedestrian scale lighting, illegal graffiti, litter and empty spaces. The existing walk-ability conditions along Los Robles Avenue in the southbound direction, south of Colorado Boulevard adjacent to the project site, includes no retail storefronts or pedestrian scale lights, and has a large department store space lying vacant; all factors leading to a lower PEQI score. The Proposed Project consisting of a hotel, associated retail and restaurant space with pedestrian scale lighting will substantially improve the walk-ability and consequently, the PEQI score along this segment of Los Robles adjacent to the Project site, in the future. Similarly, the Green Street frontage between Garfield Avenue and Marengo Avenue currently has vacant space due to closure of Gelson's Grocery store. The Proposed Project would involve storefront improvements and built in pedestrian scale lighting that would potentially improve the walk-ability along Green Street in the future.

TABLE 16
SUMMARY OF PEQI INTERSECTION ANALYSIS - EXISTING CONDITIONS

Location	Existing Conditions	
	PEQI Score [1]	Pedestrian Condition
Intersections		
Marengo Avenue & Union Street	70	High Quality
Marengo Avenue & Colorado Boulevard	61	High Quality
Marengo Avenue & Green Street	68	High Quality
Marengo Avenue & Cordova Street	68	High Quality
Garfield Avenue & Colorado Boulevard	86	Highest Quality
Paseo Colorado Dwy & Green Street	79	High Quality
Euclid Avenue & Colorado Boulevard	75	High Quality
Euclid Avenue & Green Street	63	High Quality
Los Robles Avenue & Union Street	71	High Quality
Los Robles Avenue & Colorado Boulevard	68	High Quality
Los Robles Avenue & Green Street	68	High Quality
Los Robles Avenue & Cordova Street	61	High Quality

[1] Based on PEQI Version 2.0, October 2012.

**TABLE 17
SUMMARY OF PEQI STREET SEGMENT ANALYSIS - EXISTING CONDITIONS**

Location	Direction	Existing Conditions	
		PEQI Score [1]	Pedestrian Condition
Street Segments Marengo Avenue b/t Union St and Colorado Bl	Northbound	44	Average Quality
	Southbound	43	Average Quality
Marengo Avenue b/t Colorado Bl and Green St	Northbound	50	Average Quality
	Southbound	48	Average Quality
Marengo Avenue b/t Green St and Cordova St	Northbound	54	Average Quality
	Southbound	55	Average Quality
Los Robles Avenue b/t Union St and Colorado Bl	Northbound	51	Average Quality
	Southbound	61	High Quality
Los Robles Avenue b/t Colorado Bl and Green St	Northbound	42	Average Quality
	Southbound	52	Average Quality
Los Robles Avenue b/t Green St and Cordova St	Northbound	46	Average Quality
	Southbound	46	Average Quality
Colorado Boulevard b/t Marengo Av and Garfield Av	Westbound	72	High Quality
	Eastbound	69	High Quality
Colorado Boulevard b/t Garfield Av and Euclid Av	Westbound	73	High Quality
	Eastbound	73	High Quality
Colorado Boulevard b/t Euclid Av and Los Robles Av	Westbound	72	High Quality
	Eastbound	72	High Quality
Green Street b/t Marengo Av and Paseo Colorado Dwy	Eastbound (north side)	54	Average Quality
	Eastbound (south side)	58	Average Quality
Green Street b/t Paseo Colorado Dwy and Euclid Av	Eastbound (north side)	53	Average Quality
	Eastbound (south side)	63	High Quality
Green Street b/t Euclid Av and Los Robles Av	Eastbound (north side)	51	Average Quality
	Eastbound (south side)	45	Average Quality

[1] Based on PEQI Version 2.0, October 2012.

BICYCLE ENVIRONMENTAL QUALITY INDEX ANALYSIS

This section describes the Bicycle Environmental Quality Index (BEQI) analysis of intersections and roadway segments adjacent to the Project site. Similar to PEQI, BEQI analysis is a quantitative, observational instrument used to describe and summarize the intersection and street physical bicycle environment. It was also developed by the San Francisco Department of Public Health (SFPDH) to evaluate streetscape conditions to promote bicycling and to assess the bicycle environment on roadways.

Data for the BEQI analysis was collected by Raju Associates' staff using an observational survey instrument which quantified street, intersection, and bicycle conditions that affect the bicycling of a neighborhood. This data was converted into numeric values using information provided by SFPDH, scored and then used to determine the BEQI.

BEQI Methodology

The BEQI analysis involves collecting data using a BEQI Survey form from the BEQI Manual contained in *Bicycle Environmental Quality Index (BEQI)*, Draft Report - 2009, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section. These data collection procedures and analyses are consistent with the guidelines and methodology contained in the above document.

The data collected for the BEQI analysis consists of 22 indicators, including 3 intersection and 19 street segment factors associated with bicycle environmental quality and safety, grouped into five categories or domains (one domain for intersections and four domains for street segments). These indicators and domains are summarized in Table 18. The indicator responses of the data are converted into numeric values using information provided by SFPDH (included in Appendix N for indicator response score values) to calculate a BEQI score. The intersection and street segment BEQI scoring system is summarized in Table 19.

**TABLE 18
BEQI INDICATORS BY BICYCLE ENVIRONMENTAL DOMAIN**

INTERSECTION	STREET SEGMENT			Land Use
	Vehicle Traffic	Street Design	Safety	
Intersection Safety				
Left Turn Bicycle Lane	Number of Vehicle Lanes	Presence of a Marked Area for Bicycle Traffic	Bicycle/Pedestrian Scale Lighting	Line of Sight
Dashed Intersection Bicycle Lane	Vehicle Speed	Width of Bike Lane	Presence of Bicycle Lane Signs	Bicycle Parking
No Turn on Red Sign(s)	Traffic Calming Features Parallel Parking Adjacent to Bicycle Lane/Route Traffic Volume Percentage of Heavy Vehicles	Bicycle Lane Markings Trees Connectivity of Bicycle Lanes Pavement Type/Condition Driveway Cuts Street Slope		Retail Use

Source: *Bicycle Environmental Quality Index (BEQI), Draft Report - 2009*, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section

TABLE 19
BEQI INTERSECTION AND STREET SEGMENT SCORING SYSTEM

BEQI Score	BEQI Bicycle Description
0-20	Poor Quality - bicycle conditions absent
21-40	Low Quality - minimal bicycle conditions
41-60	Average Quality - bicycle conditions present but room for improvement
61-80	High Quality - some important bicycle conditions present
81-100	Highest Quality - many important bicycle conditions present

Source: *Bicycle Environmental Quality Index (BEQI), Draft Report - 2009*, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section

BEQI Analysis

Tables 20 and 21 summarize the results of BEQI analysis for existing conditions at the 12 intersections and 12 street segments, respectively. As indicated in Table 20, 10 of the 12 analyzed intersections have a BEQI score indicating Poor Quality Bicycle conditions. The remaining two intersections have a BEQI score indicating Low Quality Bicycle conditions. Table 21 indicates that the 12 analyzed street segments have Low to Average Quality Bicycle conditions.

It is important to note that none of the analyzed roadways include bike lanes (although Los Robles Avenues and Marengo Avenue are multimodal corridors with Class III Bicycle signs) which is a key element in determining the BEQI score and consequently the quality of bicycle conditions. Therefore, both the intersection and street segment analyses reflect poor to low quality bicycle conditions.

The supporting BEQI calculation worksheets are included in Appendix N.

MULTIMODAL LEVEL OF SERVICE (MMLOS) ANALYSIS

This section presents an assessment of multimodal level of service (MMLOS) analysis along Marengo Avenue, Los Robles Avenue, Colorado Boulevard and Green Street adjacent to the Project site. The MMLOS analysis involves the evaluation of the following modes of travel: Transit, Bicycle, and Pedestrian. MMLOS was developed to determine the levels of service for Transit, Bicycle, and Pedestrian modes on urban streets, with respect to the interaction among the modes. It is performed to assess multimodal level of service for existing, field measured conditions and to project future demand-based conditions with and without the project.

A brief description of the methodology, data collection, and analysis is presented in the following section.

**TABLE 20
SUMMARY OF BEQI INTERSECTION ANALYSIS - EXISTING CONDITIONS**

Location	Existing Conditions	
	BEQI Score	Bicycle Condition [2]
<u>Intersections [1]</u>		
Marengo Avenue & Union Street	24	Low Quality
Marengo Avenue & Colorado Boulevard	0	Poor Quality
Marengo Avenue & Green Street	17	Poor Quality
Marengo Avenue & Cordova Street	0	Poor Quality
Garfield Avenue & Colorado Boulevard	17	Poor Quality
Paseo Colorado Dwy & Green Street	33	Low Quality
Euclid Avenue & Colorado Boulevard	0	Poor Quality
Euclid Avenue & Green Street	17	Poor Quality
Los Robles Avenue & Union Street	17	Poor Quality
Los Robles Avenue & Colorado Boulevard	0	Poor Quality
Los Robles Avenue & Green Street	17	Poor Quality
Los Robles Avenue & Cordova Street	0	Poor Quality

[1] These roadways do not include bike lanes which is a key element in determining the BEQI score and consequently the quality of bicycle conditions. Therefore, the intersection analysis reflects poor to low quality bicycle conditions.

[2] BEQI scores and conditions at intersections are entirely dependent upon presence of left-turn bicycle lanes, bicycle lane through intersection and no right-turn on red at the approaches.

**TABLE 21
SUMMARY OF BEQI STREET SEGMENT ANALYSIS - EXISTING CONDITIONS**

Location	Direction	Existing Conditions	
		BEQI Score	Bicycle Condition
Street Segments [1]			
Marengo Avenue b/t Union St and Colorado Bl	Northbound	35	Low Quality
	Southbound	35	Low Quality
Marengo Avenue b/t Colorado Bl and Green St	Northbound	34	Low Quality
	Southbound	34	Low Quality
Marengo Avenue b/t Green St and Cordova St	Northbound	36	Low Quality
	Southbound	29	Low Quality
Los Robles Avenue b/t Union St and Colorado Bl	Northbound	37	Low Quality
	Southbound	36	Low Quality
Los Robles Avenue b/t Colorado Bl and Green St	Northbound	37	Low Quality
	Southbound	42	Average Quality
Los Robles Avenue b/t Green St and Cordova St	Northbound	30	Low Quality
	Southbound	28	Low Quality
Colorado Boulevard b/t Marengo Av and Garfield Av	Westbound	30	Low Quality
	Eastbound	36	Low Quality
Colorado Boulevard b/t Garfield Av and Euclid Av	Westbound	30	Low Quality
	Eastbound	38	Low Quality
Colorado Boulevard b/t Euclid Av and Los Robles Av	Westbound	30	Low Quality
	Eastbound	38	Low Quality
Green Street b/t Marengo Av and Paseo Colorado Dwy	Eastbound (North Side)	32	Low Quality
	Eastbound (South Side)	42	Average Quality
Green Street b/t Paseo Colorado Dwy and Euclid Av	Eastbound (North Side)	30	Low Quality
	Eastbound (South Side)	33	Low Quality
Green Street b/t Euclid Av and Los Robles Av	Eastbound (North Side)	29	Low Quality
	Eastbound (South Side)	33	Low Quality

[1] These roadways do not include bike lanes which is a key element in determining the BEQI score and consequently the quality of bicycle conditions. Therefore, the street segment analysis reflects low quality bicycle conditions.

Multimodal Level of Service Methodology

This analysis was conducted in accordance with the procedures and methodology found in the multimodal analysis chapter in the *Highway Capacity Manual (HCM) 2010* which is based on the National Cooperative Highway Research Project (NCHRP) 3-70 and *NCHRP Report 616: Multimodal Level of Service for Urban Streets*, Transportation Research Board, 2008. The analysis was conducted using “CompleteStreetsLOS”, a multimodal analysis software, developed by Kittelson & Associates. The LOS for each mode is determined using scores calculated using different equations. Pedestrian and bicycle modes are analyzed for both intersection and segment scores which are performed in two separate calculations for each mode. Transit mode only has calculations associated with segment scores. HCM 2010 methodology did not develop specific methods for estimating transit level of service. The transit mode is better captured at the segment level rather than at each intersection. There are two scores reported for each segment, a link score and segment score. The link score excludes the effects of the intersection, while the segment score combines the effects of the link and intersection. The scores are calculated using the equations and methodology consistent with the HCM 2010 and assigned a letter grade based on the threshold values shown in Table 22.

Data Collection

The data and information required to perform multimodal level of service analysis was based on field surveys, intersection peak hour traffic counts, and transit information from the Los Angeles Metro, Foothill Transit, LADOT and Pasadena ARTS websites. Some parameters were estimated using standard defaults and engineering judgment. The assumptions and parameters are included in Appendix O.

Segment LOS Analysis

The street segment levels of service parameters for each of the three modes along the study locations were calculated. The multimodal methodology reports segment scores for each mode by direction. Tables 23 and 24 summarize the results of the multimodal analysis for existing and future conditions, respectively, and report the Segment LOS score by direction for each segment during both the morning and evening peak hours.

TABLE 22
MMLOS THRESHOLD VALUES FOR EACH LOS GRADE

Transit, Pedestrian and Bicycle LOS Table [1]

LOS MODEL OUTPUTS	LOS LETTER GRADE
Model Score \leq 2.00	A
2.00 < Model Score \leq 2.75	B
2.75 < Model Score \leq 3.50	C
3.50 < Model Score \leq 4.25	D
4.25 < Model Score \leq 5.00	E
Model Score > 5.00	F

[1] Source: NCHRP Report 616, Transportation Research Board

**TABLE 23
MULTIMODAL LEVEL OF SERVICE SUMMARY - STREET SEGMENTS
EXISTING CONDITIONS**

Segment	Mode	Direction	AM Peak Hour		PM Peak Hour	
			Score [a]	LOS	Score [a]	LOS
Marengo Avenue - Street Segments						
Union St to Colorado Bl	Transit	NB	3.35	C	3.34	C
		SB	N/A	-	N/A	-
	Bicycle	NB	3.93	D	3.92	D
		SB	4.12	D	4.15	D
	Pedestrian	NB	3.36	C	3.39	C
SB		3.49	C	3.54	D	
Colorado Bl to Green St	Transit	NB	3.27	C	3.29	C
		SB	N/A	-	N/A	-
	Bicycle	NB	3.53	D	3.56	D
		SB	3.92	D	3.94	D
	Pedestrian	NB	3.47	C	3.54	D
SB		3.36	C	3.40	C	
Green St to Cordova St	Transit	NB	N/A	-	N/A	-
		SB	N/A	-	N/A	-
	Bicycle	NB	3.70	D	3.72	D
		SB	4.03	D	4.12	D
	Pedestrian	NB	3.50	C	3.52	D
SB		3.30	C	3.41	C	
Los Robles Avenue - Street Segments						
Union St to Colorado Bl	Transit	NB	3.31	C	3.37	C
		SB	3.44	C	3.44	C
	Bicycle	NB	3.86	D	4.00	D
		SB	3.68	D	3.69	D
	Pedestrian	NB	3.33	C	3.47	C
SB		3.57	D	3.61	D	
Colorado Bl to Green St	Transit	NB	3.79	D	3.82	D
		SB	3.77	D	3.78	D
	Bicycle	NB	3.79	D	3.81	D
		SB	3.68	D	3.69	D
	Pedestrian	NB	3.53	D	3.60	D
SB		3.52	D	3.54	D	
Green St to Cordova St	Transit	NB	3.40	C	3.41	C
		SB	3.39	C	3.43	C
	Bicycle	NB	3.38	C	3.39	C
		SB	3.88	D	3.96	D
	Pedestrian	NB	3.45	C	3.46	C
SB		3.43	C	3.49	C	
Colorado Boulevard - Street Segments						
Marengo Av to Garfield Av	Transit	WB	2.74	B	2.80	C
		EB	2.75	B	2.79	C
	Bicycle	WB	3.69	D	3.84	D
		EB	3.51	D	3.55	D
	Pedestrian	WB	3.38	C	3.51	D
EB		1.67 [b]	A	1.96 [b]	A	
Garfield Av to Euclid Av	Transit	WB	3.00	C	3.03	C
		EB	3.01	C	3.07	C
	Bicycle	WB	3.71	D	3.80	D
		EB	3.08	C	3.12	C
	Pedestrian	WB	3.13	C	3.25	C
EB		3.22	C	3.41	C	

TABLE 23 (continued)
MULTIMODAL LEVEL OF SERVICE SUMMARY - STREET SEGMENTS
EXISTING CONDITIONS

Segment	Mode	Direction	AM Peak Hour		PM Peak Hour	
			Score [a]	LOS	Score [a]	LOS
Colorado Boulevard - Street Segments (continued)						
Euclid Av to Los Robles Av	Transit	WB	2.93	C	2.96	C
		EB	1.61	A	0.96	A
	Bicycle	WB	3.70	D	3.80	D
		EB	3.49	C	3.58	D
	Pedestrian	WB	3.30	C	3.41	C
		EB	3.30	C	3.47	C
Green Street - Street Segments						
Marengo Av to Garfield Av	Transit	EB	N/A	-	N/A	-
	Bicycle	EB	3.54	D	3.57	D
	Pedestrian	EB	2.40 [b]	B	2.55 [b]	B
Garfield Av to Euclid Av	Transit	EB	N/A	-	N/A	-
	Bicycle	EB	3.55	D	3.62	D
	Pedestrian	EB	3.26	C	3.36	C
Euclid Av to Los Robles Av	Transit	EB	N/A	-	N/A	-
	Bicycle	EB	4.06	D	4.14	D
	Pedestrian	EB	3.42	C	3.50	C

[a] Segment LOS score reported unless otherwise noted.

[b] Link LOS score reported.

N/A - Not applicable since there is no transit service or bus stops within these segments.

**TABLE 24
MULTIMODAL LEVEL OF SERVICE SUMMARY - STREET SEGMENTS
BASELINE AND FUTURE CONDITIONS**

Segment	Mode	Direction	Baseline (2013) Conditions		Baseline (2013) plus Project		Cumulative (2016) without Project		Cumulative (2016) Plus Project	
			Score [a]	LOS	Score [a]	LOS	Score [a]	LOS	Score [a]	LOS
Marengo Avenue Street Segments - AM Peak Hour										
Union St to Colorado Bl	Transit	NB	3.35	C	3.35	C	3.37	C	3.38	C
		SB	N/A	-	N/A	-	N/A	-	N/A	-
	Bicycle	NB	3.93	D	3.93	D	3.96	D	3.96	D
		SB	4.12	D	4.13	D	4.15	D	4.15	D
	Pedestrian	NB	3.36	C	3.36	C	3.41	C	3.41	C
		SB	3.50	C	3.50	D	3.53	D	3.53	D
Colorado Bl to Green St	Transit	NB	3.27	C	3.27	C	3.29	C	3.29	C
		SB	N/A	-	N/A	-	N/A	-	N/A	-
	Bicycle	NB	3.53	D	3.53	D	3.55	D	3.56	D
		SB	3.93	D	3.93	D	3.95	D	3.95	D
	Pedestrian	NB	3.47	C	3.47	C	3.51	D	3.51	D
		SB	3.37	C	3.37	C	3.39	C	3.40	C
Green St to Cordova St	Transit	NB	N/A	-	N/A	-	N/A	-	N/A	-
		SB	N/A	-	N/A	-	N/A	-	N/A	-
	Bicycle	NB	3.71	D	3.71	D	3.72	D	3.72	D
		SB	4.04	D	4.04	D	4.06	D	4.06	D
	Pedestrian	NB	3.50	C	3.50	D	3.54	D	3.54	D
		SB	3.31	C	3.31	C	3.34	C	3.34	C
Los Robles Avenue Street Segments - AM Peak Hour										
Union St to Colorado Bl	Transit	NB	3.31	C	3.32	C	3.33	C	3.33	C
		SB	3.44	C	3.44	C	3.46	C	3.46	C
	Bicycle	NB	3.86	D	3.87	D	3.90	D	3.90	D
		SB	3.69	D	3.69	D	3.72	D	3.73	D
	Pedestrian	NB	3.33	C	3.34	C	3.38	C	3.38	C
		SB	3.57	D	3.57	D	3.62	D	3.63	D
Colorado Bl to Green St	Transit	NB	3.79	D	3.79	D	3.81	D	3.81	D
		SB	3.77	D	3.77	D	3.78	D	3.79	D
	Bicycle	NB	3.79	D	3.79	D	3.80	D	3.80	D
		SB	3.68	D	3.68	D	3.70	D	3.70	D
	Pedestrian	NB	3.53	D	3.54	D	3.58	D	3.59	D
		SB	3.52	D	3.52	D	3.55	D	3.55	D
Green St to Cordova St	Transit	NB	3.40	C	3.40	C	3.43	C	3.43	C
		SB	3.39	C	3.39	C	3.41	C	3.41	C
	Bicycle	NB	3.38	C	3.38	C	3.40	C	3.40	C
		SB	3.89	D	3.89	D	3.92	D	3.92	D
	Pedestrian	NB	3.45	C	3.45	C	3.50	D	3.50	D
		SB	3.43	C	3.44	C	3.47	C	3.47	C
Colorado Boulevard Street Segments - AM Peak Hour										
Marengo Av to Garfield Av	Transit	WB	2.74	B	2.75	B	2.77	C	2.77	C
		EB	2.75	B	2.75	B	2.78	C	2.78	C
	Bicycle	WB	3.69	D	3.70	D	3.75	D	3.76	D
		EB	3.51	D	3.51	D	3.54	D	3.54	D
	Pedestrian	WB	3.38	C	3.39	C	3.44	C	3.45	C
		EB	1.68 [b]	A	1.68 [b]	A	1.88 [b]	A	1.88 [b]	A
Garfield Av to Euclid Av	Transit	WB	3.00	C	3.00	C	3.02	C	3.03	C
		EB	3.01	C	3.01	C	3.04	C	3.04	C
	Bicycle	WB	3.71	D	3.72	D	3.76	D	3.77	D
		EB	3.08	C	3.08	C	3.10	C	3.10	C
	Pedestrian	WB	3.14	C	3.15	C	3.21	C	3.22	C
		EB	3.23	C	3.25	C	3.31	C	3.32	C
Euclid Av to Los Robles Av	Transit	WB	2.93	C	2.93	C	2.96	C	2.96	C
		EB	0.86	A	0.87	A	0.90	A	0.90	A
	Bicycle	WB	3.71	D	3.71	D	3.76	D	3.77	D
		EB	3.49	C	3.49	C	3.52	D	3.53	D
	Pedestrian	WB	3.31	C	3.31	C	3.38	C	3.39	C
		EB	3.31	C	3.32	C	3.39	C	3.40	C
Green Street Street Segments - AM Peak Hour										
Marengo Av to Garfield Av	Transit	EB	N/A	-	N/A	-	N/A	-	N/A	-
	Bicycle	EB	3.54	D	3.55	D	3.57	D	3.57	D
	Pedestrian	EB	2.41 [b]	B	2.42 [b]	B	2.53 [b]	B	2.54 [b]	B
Garfield Av to Euclid Av	Transit	EB	N/A	-	N/A	-	N/A	-	N/A	-
	Bicycle	EB	3.56	D	3.56	D	3.59	D	3.59	D
	Pedestrian	EB	3.26	C	3.27	C	3.31	C	3.32	C
Euclid Av to Los Robles Av	Transit	EB	N/A	-	N/A	-	N/A	-	N/A	-
	Bicycle	EB	4.06	D	4.07	D	4.10	D	4.11	D
	Pedestrian	EB	3.43	C	3.43	C	3.46	C	3.47	C

TABLE 24 (continued)
MULTIMODAL LEVEL OF SERVICE SUMMARY - STREET SEGMENTS
BASELINE AND FUTURE CONDITIONS

Segment	Mode	Direction	Baseline (2013) Conditions		Baseline (2013) plus Project		Cumulative (2016) without Project		Cumulative (2016) Plus Project	
			Score [a]	LOS	Score [a]	LOS	Score [a]	LOS	Score [a]	LOS
Marengo Avenue Street Segments - PM Peak Hour										
Union St to Colorado Bl	Transit	NB	3.35	C	3.35	C	3.38	C	3.38	C
		SB	N/A	-	N/A	-	N/A	-	N/A	-
	Bicycle	NB	3.93	D	3.93	D	3.96	D	3.96	D
		SB	4.16	D	4.16	D	4.19	D	4.19	D
	Pedestrian	NB	3.39	C	3.40	C	3.45	C	3.46	C
		SB	3.55	D	3.56	D	3.59	D	3.60	D
Colorado Bl to Green St	Transit	NB	3.29	C	3.30	C	3.31	C	3.32	C
		SB	N/A	-	N/A	-	N/A	-	N/A	-
	Bicycle	NB	3.56	D	3.56	D	3.59	D	3.59	D
		SB	3.94	D	3.95	D	3.97	D	3.97	D
	Pedestrian	NB	3.55	D	3.56	D	3.60	D	3.61	D
		SB	3.40	C	3.41	C	3.42	C	3.43	C
Green St to Cordova St	Transit	NB	N/A	-	N/A	-	N/A	-	N/A	-
		SB	N/A	-	N/A	-	N/A	-	N/A	-
	Bicycle	NB	3.72	D	3.72	D	3.74	D	3.74	D
		SB	4.13	D	4.14	D	4.16	D	4.17	D
	Pedestrian	NB	3.53	D	3.53	D	3.57	D	3.57	D
		SB	3.42	C	3.43	C	3.45	C	3.46	C
Los Robles Avenue Street Segments - PM Peak Hour										
Union St to Colorado Bl	Transit	NB	3.38	C	3.38	C	3.41	C	3.41	C
		SB	3.44	C	3.45	C	3.47	C	3.47	C
	Bicycle	NB	4.01	D	4.01	D	4.09	D	4.10	D
		SB	3.69	D	3.70	D	3.74	D	3.74	D
	Pedestrian	NB	3.47	C	3.48	C	3.53	D	3.54	D
		SB	3.62	D	3.64	D	3.68	D	3.69	D
Colorado Bl to Green St	Transit	NB	3.83	D	3.83	D	3.84	D	3.85	D
		SB	3.78	D	3.78	D	3.80	D	3.80	D
	Bicycle	NB	3.82	D	3.82	D	3.83	D	3.83	D
		SB	3.69	D	3.70	D	3.72	D	3.73	D
	Pedestrian	NB	3.61	D	3.61	D	3.66	D	3.67	D
		SB	3.55	D	3.56	D	3.59	D	3.60	D
Green St to Cordova St	Transit	NB	3.42	C	3.42	C	3.43	C	3.44	C
		SB	3.44	C	3.44	C	3.45	C	3.45	C
	Bicycle	NB	3.39	C	3.39	C	3.40	C	3.40	C
		SB	3.97	D	3.97	D	4.00	D	4.00	D
	Pedestrian	NB	3.47	C	3.47	C	3.51	D	3.52	D
		SB	3.51	D	3.51	D	3.54	D	3.54	D
Colorado Boulevard Street Segments - PM Peak Hour										
Marengo Av to Garfield Av	Transit	WB	2.80	C	2.81	C	2.85	C	2.86	C
		EB	2.79	C	2.80	C	2.83	C	2.84	C
	Bicycle	WB	3.85	D	3.87	D	3.97	D	3.99	D
		EB	3.55	D	3.55	D	3.58	D	3.58	D
	Pedestrian	WB	3.52	D	3.53	D	3.61	D	3.62	D
		EB	1.99 [b]	B	2.03 [b]	B	2.23 [b]	B	2.27 [b]	B
Garfield Av to Euclid Av	Transit	WB	3.03	C	3.04	C	3.08	C	3.09	C
		EB	3.08	C	3.08	C	3.12	C	3.12	C
	Bicycle	WB	3.81	D	3.83	D	3.92	D	3.94	D
		EB	3.12	C	3.13	C	3.15	C	3.15	C
	Pedestrian	WB	3.27	C	3.28	C	3.39	C	3.40	C
		EB	3.44	C	3.46	D	3.51	D	3.53	D
Euclid Av to Los Robles Av	Transit	WB	2.97	C	2.98	C	3.02	C	3.03	C
		EB	0.98	A	0.98	A	1.03	A	1.03	A
	Bicycle	WB	3.83	D	3.84	D	3.94	D	3.96	D
		EB	3.59	D	3.60	D	3.64	D	3.64	D
	Pedestrian	WB	3.43	C	3.44	C	3.51	D	3.53	D
		EB	3.49	C	3.50	D	3.57	D	3.58	D
Green Street Street Segments - PM Peak Hour										
Marengo Av to Garfield Av	Transit	EB	N/A	-	N/A	-	N/A	-	N/A	-
	Bicycle	EB	3.57	D	3.57	D	3.59	D	3.59	D
	Pedestrian	EB	2.58 [b]	B	2.59 [b]	B	2.71 [b]	B	2.71 [b]	B
Garfield Av to Euclid Av	Transit	EB	N/A	-	N/A	-	N/A	-	N/A	-
	Bicycle	EB	3.62	D	3.62	D	3.65	D	3.65	D
	Pedestrian	EB	3.38	C	3.38	C	3.41	C	3.42	C
Euclid Av to Los Robles Av	Transit	EB	N/A	-	N/A	-	N/A	-	N/A	-
	Bicycle	EB	4.16	D	4.16	D	4.21	D	4.22	D
	Pedestrian	EB	3.51	D	3.51	D	3.55	D	3.56	D

[a] Segment LOS score reported unless otherwise noted.

[b] Link LOS score reported.

N/A - Not applicable since there is no transit service or bus stops within these segments.

As indicated in Tables 23 and 24, for the transit mode, 7 of the 12 street segments in one or both directions have a LOS score of LOS D or better during the morning and evening peak hours under existing conditions, baseline and future conditions with and without the project. The remaining analyzed segments do not have any transit service or bus stops within them. They include the following:

- Marengo Avenue between Union Street and Colorado Boulevard – Southbound Direction
- Marengo Avenue between Colorado Boulevard and Green Street - Southbound Direction
- Marengo Avenue between Green Street and Cordova Street – Both Directions
- Green Street, segments between Marengo Avenue and Los Robles Avenue – Both Directions

The Pedestrian LOS score along the 12 segments in both directions is LOS D during the morning and evening peak hours under existing conditions, baseline and future conditions with and without the project.

For the bicycle mode, all 12 of the street segments in both directions have a Bicycle LOS score of LOS D during both the morning and evening peak hours under existing conditions, baseline and future conditions.

It is important to note that the addition of the Project traffic did not change any of the segments LOS for any of the evaluated modes under both baseline and future cumulative without the project conditions.

The Multimodal LOS worksheets are included in Appendix O.

Intersection LOS Analysis

The intersection scores were calculated for the pedestrian and bicycle modes for each intersection. Tables 25 and 26 summarize the results of the multimodal analysis for existing and future conditions, respectively, and report the worst approach LOS score for each intersection during the morning and evening peak hours.

The Pedestrian LOS score on all the study intersections is LOS C or better during the morning and evening peak hours under existing conditions, baseline and future conditions with and without the project.

The Bicycle LOS score on all the study intersections is LOS D or better during the morning and evening peak hours under existing conditions, baseline and future cumulative conditions with and without the project.

It is important to note that the addition of the Project traffic did not change any of the intersection LOS for any of the evaluated modes under both baseline and future cumulative without project conditions.

The Multimodal LOS worksheets are included in Appendix O.

**TABLE 25
MULTIMODAL LEVEL OF SERVICE SUMMARY - INTERSECTIONS
EXISTING CONDITIONS**

Intersection	Mode	AM Peak Hour			PM Peak Hour		
		Approach [1]	Existing (2013)		Approach [1]	Existing (2013)	
			Score	LOS		Score	LOS
Marengo Av & Union St	Bicycle	NB	2.22	B	NB	2.19	B
	Pedestrian	NB	2.06	B	NB	2.25	B
Marengo Av & Colorado Bl	Bicycle	WB	3.16	C	WB	3.51	D
	Pedestrian	SB	2.71	B	NB	2.96	C
Marengo Av & Green St	Bicycle	SB	2.78	C	SB	2.82	C
	Pedestrian	NB	2.61	B	NB	2.61	B
Marengo Av & Cordova St	Bicycle	SB	3.16	C	SB	3.38	C
	Pedestrian	SB	2.52	B	SB	2.56	B
Garfield Av & Colorado Bl	Bicycle	WB	3.18	C	WB	3.40	C
	Pedestrian	WB	2.06	B	WB	2.08	B
Garfield Av & Green St	Bicycle	EB	2.06	B	EB	2.17	B
	Pedestrian	WB	1.82	A	WB	1.84	A
Euclid Av & Colorado Bl	Bicycle	WB	3.23	C	WB	3.48	C
	Pedestrian	WB	2.09	B	EB	2.20	B
Euclid Av & Green St	Bicycle	EB	2.76	C	EB	2.95	C
	Pedestrian	EB	1.79	A	EB	1.81	A
Los Robles Av & Union St	Bicycle	NB	3.39	C	NB	3.68	D
	Pedestrian	NB	2.46	B	NB	2.55	B
Los Robles Av & Colorado Bl	Bicycle	SB	3.05	C	SB	3.06	C
	Pedestrian	EB	2.85	C	SB	3.06	C
Los Robles Av & Green St	Bicycle	EB	3.04	C	EB	3.29	C
	Pedestrian	SB	2.65	B	SB	2.76	C
Los Robles Av & Cordova St	Bicycle	SB	3.00	C	SB	3.19	C
	Pedestrian	SB	2.61	B	SB	2.59	B

[1] Worst case analyzed approach reported.

**TABLE 26
MULTIMODAL LEVEL OF SERVICE SUMMARY - INTERSECTIONS
BASELINE AND FUTURE CONDITIONS**

AM Peak Hour Intersections LOS										
Intersection	Mode	Approach [1]	Baseline (2013) Conditions		Baseline (2013) plus Project		Cumulative (2016) without Project		Cumulative (2016) plus Project	
			Score	LOS	Score	LOS	Score	LOS	Score	LOS
Marengo Av & Union St	Bicycle	NB	2.23	B	2.23	B	2.32	B	2.33	B
	Pedestrian	NB	2.06	B	2.06	B	2.10	B	2.10	B
Marengo Av & Colorado Bl	Bicycle	WB	3.17	C	3.19	C	3.31	C	3.33	C
	Pedestrian	NB	2.71	B	2.71	B	2.78	C	2.78	C
Marengo Av & Green St	Bicycle	SB	2.79	C	2.81	C	2.86	C	2.88	C
	Pedestrian	NB	2.61	B	2.63	B	2.68	B	2.70	B
Marengo Av & Cordova St	Bicycle	SB	3.17	C	3.17	C	3.22	C	3.23	C
	Pedestrian	SB	2.53	B	2.53	B	2.55	B	2.55	B
Garfield Av & Colorado Bl	Bicycle	WB	3.19	C	3.21	C	3.32	C	3.34	C
	Pedestrian	WB	2.06	B	2.06	B	2.07	B	2.07	B
Garfield Av & Green St	Bicycle	EB	2.06	B	2.07	B	2.16	B	2.16	B
	Pedestrian	WB	1.82	A	1.82	A	1.82	A	1.82	A
Euclid Av & Colorado Bl	Bicycle	WB	3.25	C	3.25	C	3.39	C	3.39	C
	Pedestrian	WB	2.09	B	2.12	B	2.11	B	2.12	B
Euclid Av & Green St	Bicycle	EB	2.77	C	2.78	C	2.86	C	2.87	C
	Pedestrian	EB	1.79	A	1.80	A	1.80	A	1.80	A
Los Robles Av & Union St	Bicycle	NB	3.40	C	3.41	C	3.47	C	3.49	C
	Pedestrian	NB	2.46	B	2.46	B	2.48	B	2.48	B
Los Robles Av & Colorado Bl	Bicycle	SB	3.05	C	3.06	C	3.17	C	3.17	C
	Pedestrian	NB	2.86	C	2.87	C	2.99	C	2.99	C
Los Robles Av & Green St	Bicycle	EB	3.05	C	3.07	C	3.17	C	3.19	C
	Pedestrian	SB	2.66	B	2.67	B	2.70	B	2.70	B
Los Robles Av & Cordova St	Bicycle	SB	3.00	C	3.01	C	3.09	C	3.09	C
	Pedestrian	SB	2.61	B	2.61	B	2.64	B	2.64	B

PM Peak Hour Intersections LOS										
Intersection	Mode	Approach [1]	Baseline (2013) Conditions		Baseline (2013) plus Project		Cumulative (2016) without Project		Cumulative (2016) plus Project	
			Score	LOS	Score	LOS	Score	LOS	Score	LOS
Marengo Av & Union St	Bicycle	NB	2.21	B	2.22	B	2.33	B	2.34	B
	Pedestrian	NB	2.25	B	2.25	B	2.32	B	2.33	B
Marengo Av & Colorado Bl	Bicycle	WB	3.54	D	3.57	D	3.78	D	3.81	D
	Pedestrian	NB	3.01	C	3.02	C	3.12	C	3.14	C
Marengo Av & Green St	Bicycle	SB	2.85	C	2.87	C	2.92	C	2.95	C
	Pedestrian	NB	2.63	B	2.64	B	2.69	B	2.70	B
Marengo Av & Cordova St	Bicycle	SB	3.39	C	3.41	C	3.47	C	3.49	C
	Pedestrian	SB	2.57	B	2.57	B	2.61	B	2.62	B
Garfield Av & Colorado Bl	Bicycle	WB	3.43	C	3.46	C	3.66	D	3.69	D
	Pedestrian	WB	2.08	B	2.08	B	2.09	B	2.09	B
Garfield Av & Green St	Bicycle	EB	2.19	B	2.19	B	2.28	B	2.28	B
	Pedestrian	WB	1.84	A	1.84	A	1.84	A	1.84	A
Euclid Av & Colorado Bl	Bicycle	WB	3.53	D	3.56	D	3.76	D	3.79	D
	Pedestrian	EB	2.31	B	2.37	B	2.32	B	2.38	B
Euclid Av & Green St	Bicycle	EB	2.98	C	2.98	C	3.07	C	3.07	C
	Pedestrian	EB	1.82	A	1.83	A	1.82	A	1.83	A
Los Robles Av & Union St	Bicycle	NB	3.70	D	3.71	D	3.85	D	3.86	D
	Pedestrian	NB	2.55	B	2.55	B	2.59	B	2.60	B
Los Robles Av & Colorado Bl	Bicycle	SB	3.08	C	3.10	C	3.20	C	3.22	C
	Pedestrian	SB	3.12	C	3.16	C	3.23	C	3.27	C
Los Robles Av & Green St	Bicycle	EB	3.33	C	3.34	C	3.46	C	3.47	C
	Pedestrian	SB	2.78	C	2.78	C	2.83	C	2.83	C
Los Robles Av & Cordova St	Bicycle	SB	3.23	C	3.23	C	3.31	C	3.31	C
	Pedestrian	SB	2.60	B	2.60	B	2.64	B	2.64	B

[1] Worst case analyzed approach reported.

IX. SUMMARY OF CONCLUSIONS

This study was undertaken to assess existing traffic conditions, estimate future conditions with and without the proposed project, analyze potential traffic impacts of the proposed project, assess required improvements and recommend project mitigation to alleviate the significant traffic impacts on the transportation system. Raju Associates, Inc. has performed this detailed study and the following summarizes the results of this analysis:

- A total of 40 intersections were analyzed within the study area for this project. These locations are within the area bounded by Maple Street on the north, California Boulevard on the south, Fair Oaks Avenue on the west and Lake Avenue on the east within the City of Pasadena.
- Currently, 39 of the 40 analyzed intersections are operating at LOS C or better during the morning peak hour. During the evening peak hour, 38 of the 40 study intersections are currently operating at LOS C or better.
- The Project includes proposed land use changes to the Center consisting of demolition of the Macy's building, construction of a 179-room hotel, 100 multi-family dwelling units and commercial uses, and conversion of existing uses.
- The Paseo Colorado Redevelopment Project (Proposed Project) is estimated to generate a net total of approximately 2,867 daily trips, of which 108 trips would occur during the morning peak hour and 215 trips would occur during the evening peak hour of a typical weekday. This scenario conservatively does not include any credit for the demolition of the Macy's Department Store. An evaluation of the Proposed Project scenario with trip credit for the demolition of the Macy's department store has also been conducted and the same included in the appendix of this report.
- In the Baseline (2013) conditions, i.e., existing conditions including traffic associated with the vacant retail uses, 39 of the 40 analyzed intersections are projected to operate at LOS C or better during the morning peak hour. During the evening peak hour, 38 of the 40 study intersections are projected to operate at LOS C or better.
- The Baseline (2013) Plus Project conditions analyses indicate that the Proposed Project would not cause significant traffic impacts at any of the analysis locations during the weekday morning and evening peak hours.


- In the Cumulative (Future Year 2016) without Project conditions, i.e., future conditions without the implementation of the Proposed Project, 39 of the 40 study intersections are projected to operate at LOS D or better during the morning peak hour. During the evening peak hour, 38 of the 40 study intersections are projected to operate at LOS D or better.
- The Cumulative (Future Year 2016) Plus Project conditions analyses indicate that the Proposed Project would not cause significant traffic impacts at any of the analysis locations during the weekday morning and evening peak hours.
- Roadway segment analysis performed at 25 roadway segments indicates that the addition of the Proposed Project would increase the daily traffic on 18 of the 25 analyzed roadway segments ranging from 0.5% to 2.1%, requiring staff review and conditions. The Proposed Project would increase the daily traffic on the remaining 7 analyzed roadway segments ranging from 2.5% to 3.8%, requiring soft measures. No significant impacts above 49% on street segments would occur due to the Proposed Project.
- The Proposed Project would add less than 50 trips to the nearest Congestion Management Program (CMP) monitoring intersection and would add less than 150 trips in either direction to the nearest CMP mainline freeway monitoring locations during both the weekday morning and evening peak hours. Per CMP guidelines, no further CMP analysis is required.
- PEQI analysis conducted along adjacent street elements indicates that the Marengo Avenue, Los Robles Avenue and Green Street analyzed segments have resulting PEQI scores of Average to High Quality Pedestrian walk-ability conditions in one or both directions. The evaluated intersections along these segments have resulting PEQI score of High to Highest Quality Pedestrian walk-ability conditions.
- BEQI analysis conducted along adjacent street elements indicates that the evaluated roadways have Low to Average Quality Bicycle conditions, while the evaluated intersections have Poor to Low Quality Bicycle conditions. It is important to note that none of the analyzed roadways include bike lanes, which is a key element in determining the BEQI score and consequently the quality of bicycle conditions. Incidentally, both the intersection and street segment analyses reflect poor to low quality bicycle conditions. The Bicycle Plan for the City also does not propose these roadway segments for bicycle lane provisions.
- The results of the MMLOS analysis indicates that the evaluated intersections along Marengo Avenue, Los Robles Avenue, Colorado Boulevard and Green Street are currently operating and are projected to continue to operate at an LOS D or better for the Pedestrian and Bicycle modes during both the morning and evening peak hours under existing conditions, baseline and future conditions with and without the Project.

The results of the MMLOS analysis indicates that the evaluated street segments along Marengo Avenue, Los Robles Avenue, Colorado Boulevard and Green Street are currently

operating and are projected to continue to operate at an LOS D or better for the Transit, Bicycle and Pedestrian modes during both the morning and evening peak hours under existing conditions, baseline and future conditions with and without the Project.

It can be observed from the intersection and street segment analyses that the Proposed Project would not change or worsen the levels of service of the Transit, Bicycle or Pedestrian modes for baseline and cumulative future without project conditions.

- It can be concluded that the Proposed Redevelopment Project at Paseo Colorado would not result in significant impact at any of the analysis locations during peak hour and on a daily basis whether the project is analyzed with or without credit for the demolition of the Macy's building and construction of the proposed hotel and other uses.
- The access and circulation systems associated with the site were assessed. A review of the proposed site plan indicates that the access and circulation systems would function adequately.



FINAL
TRAFFIC STUDY
FOR THE
PASEO COLORADO CENTER REDEVELOPMENT
PROJECT

APPENDICES

Prepared for:
CITY OF PASADENA

JUNE 20, 2014

Submitted by:

 RAJU Associates, Inc.

APPENDIX A

Memorandum of Understanding (MOU)

**CITY OF PASADENA
SCOPING FOR A TRANSPORTATION IMPACT STUDY**

This Memorandum of Understanding (MOU) acknowledges City of Pasadena Department of Transportation requirements of traffic impact analysis for the following project.

Project Name	Paseo Colorado Redevelopment Project
Project Address	280 East Colorado Boulevard, Pasadena, CA
Project Description	The Project includes proposed land use changes to the Paseo Colorado Center consisting of demolition of a department store and other retail/fast-food uses; new construction and use conversion of retail, supermarket and fast-food uses. After completion of the Project, the Center would consist of the following uses in GFA: 301,102 s.f. (253,803 s.f. GLA) of retail use, 97,848 s.f. of restaurant use, 12,197 s.f. of fast-food restaurant, 2,746-seat cineplex with 2,020 s.f. of restaurant use, 24,559 s.f. of health club use, 487 dwelling units and a 179-room hotel including 5,744 s.f. of accessory retail use and 2,700 s.f. of restaurant use.
Contracted Consultant	Principal Analyst: Srinath Raju, Raju Associates Inc.
	E-Mail: srinath.raju@rajuassociates.com
	Tel/Fax: (626)792-2700/(626)792-2772

Project Description Approved By Planning Department:

Name: BETTY DONAVANIK	Signature: 
Title: SENIOR PLANNER	
Date: 03/24/14	

PROJECT TRIP GENERATION

Trip Generation Rate Source: ITE "Trip Generation," 9th Edition, 2012
SANDAG, April 2002

Project Land Use 1	<u>See Exhibits 1A-1C, 7</u>	ITE Land Use Code	<u>See Exhibits 1A-1C, 7</u>
Project Land Use 2		ITE Land Use Code	
Project Land Use 3		ITE Land Use Code	

Total AM Peak Hour Trips		
In	Out	Total
with Macy's Credit		
-32	26	-6
without Macy's Credit		
40	68	108

Total PM Peak Hour Trips		
In	Out	Total
with Macy's Credit		
-90	-171	-261
without Macy's Credit		
137	78	215

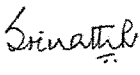
Daily
w/Macy's Credit
-2,371
w/o Macy's Credit
2,867

Trip Credits: Exact amount of credit subject to acceptance by City of Pasadena Department of Transportation

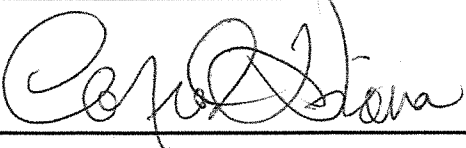
	Yes	No
Transportation Demand Management (TDM)		X
Existing Active Land Use	X	
Previous Land Use		X
Internal Trip Capture	X	
Pass-by Trip	X	

Exhibits 1A-C, 7: Detailed trip generation worksheet. ** CONDITIONS OF APPROVAL WILL BE BASED ON PROJECT*

Trip Generation Prepared By (Traffic Consultant): *REVIEW WITHOUT MACY'S TRIP CREDIT.*

Name: Srinath Raju/Chris Munoz	Signature: 
Title: Principal/Senior Engineer	
Date: 2/18/2014	

Trip Generation Approved By Department of Transportation:

Name: CONRAD VIANA	Signature: 
Title: ENGINEER	
Date: 3/24/2014	

**CITY OF PASADENA
SCOPING FOR A TRANSPORTATION IMPACT STUDY**

PROJECT TRIP DISTRIBUTION

Geographic Distribution (%)	Hotel/Shopping Center/Residential			South	Hotel/Shopping Center/Residential		
	North	East	West		West	West	West
	16%	14%	15%		25%	32%	21%
	31%	25%	34%		28%	29%	30%

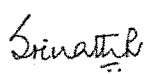
Attach the following exhibits: Exhibit 2: Site Plan
Exhibits 3A-J: Project Trip Distribution

Trip distribution for shopping center uses is shown in Exhibits 3A-B, E-H and is based on existing driveway counts and traffic patterns.

Proposed hotel trip distribution is shown in Exhibits 3C & 3D and is based on Los Angeles County Metropolitan Transportation Authority 20 Congestion Management Program's (Appendix D) general procedures for calculating trip distribution as well as existing traffic patterns.

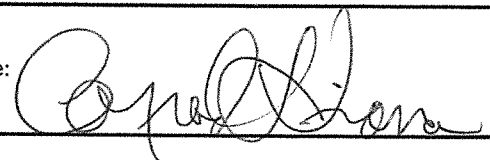
Residential trip distribution is shown in Exhibits 3I & 3J and is based on City of Pasadena's Travel Demand Model, existing driveway counts traffic patterns

Trip Distribution Prepared By (Traffic Consultant):

Name: Srinath Raju/Chris Munoz	Signature: 
Title: Principal/Senior Engineer	
Date: 2/18/2014	

#REF!

Trip Distribution Approved By Department of Transportation:

Name: CONRAD VIANA	Signature: 
Title: ENGINEER	
Date: 3/24/2014	

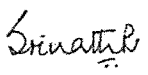
PROJECT BUILD-OUT YEAR AND AMBIENT GROWTH RATE

Project Build-Out Year: 2016

Ambient Growth Rate: 1.5%

Project Build-Out Year and Ambient Growth Rate reviewed and accepted by Department of Transportation:


Project Build-Out and Ambient Growth Concurred By (Traffic Consultant):

Name: Srinath Raju/Chris Munoz	Signature: 
Title: Principal/Senior Engineer	
Date: 2/18/2014	

Project Build-Out Year Accepted By Planning Department:

Name: BETTY DONAVANIK	Signature: 
Title: SENIOR PLANNER	
Date: 03/24/14	

Ambient Growth Approved By Department of Transportation:

Name: CONRAD VIANA	Signature: 
Title: ENGINEER	
Date: 3/24/2014	

**CITY OF PASADENA
SCOPING FOR A TRANSPORTATION IMPACT STUDY**

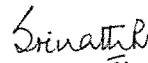
STUDY INTERSECTIONS (insert more intersections if necessary)

**** All new traffic counts shall be digitally submitted to the City in Excel or ASCI format.**


Please indicate type of counts for each intersection: **New** **Available**

		New	Available
No. 1	Fair Oaks Avenue/Maple Street	X	
No. 2	Fair Oaks Avenue/Corson Street	X	
No. 3	Fair Oaks Avenue/Walnut Street	X	
No. 4	Arroyo Parkway/Colorado Boulevard	X	
No. 5	Arroyo Parkway/Green Street	X	
No. 6	Arroyo Parkway/Cordova Street	X	
No. 7	Arroyo Parkway & Del Mar Boulevard	X	
No. 8	Arroyo Parkway & California Boulevard	X	
No. 9	Marengo Avenue/Maple Street	X	
No. 10	Marengo Avenue/Corson Street	X	
No. 11	Marengo Avenue/Walnut Street	X	
No. 12	Marengo Avenue/Union Street	X	
No. 13	Marengo Avenue/Colorado Boulevard	X	
No. 14	Marengo Avenue/Green Street	X	
No. 15	Marengo Avenue/Cordova Street	X	
No. 16	Marengo Avenue & Del Mar Boulevard	X	
No. 17	Marengo Avenue & California Boulevard	X	
No. 18	Garfield Avenue & Colorado Boulevard	X	
No. 19	Paseo Colorado Dwy (w/o Euclid Avenue) & Green Street	X	
No. 20	Euclid Avenue/Colorado Boulevard	X	
No. 21	Euclid Avenue/Green Street	X	
No. 22	Los Robles Avenue/Maple Street	X	
No. 23	Los Robles Avenue/Corson Street	X	
No. 24	Los Robles Avenue/Walnut Street	X	
No. 25	Los Robles Avenue/Union Street	X	
No. 26	Los Robles Avenue/Colorado Boulevard	X	
No. 27	Los Robles Avenue/Green Street	X	
No. 28	Los Robles Avenue/Cordova Street	X	
No. 29	Los Robles Avenue & Del Mar Boulevard	X	
No. 30	Los Robles Avenue & California Boulevard	X	
No. 31	El Molino Avenue/Maple Street	X	
No. 32	El Molino Avenue/Corson Street	X	
No. 33	El Molino Avenue/Walnut Street	X	
No. 34	El Molino Avenue/Colorado Boulevard	X	
No. 35	Lake Avenue/Maple Street	X	
No. 36	Lake Avenue/Corson Street	X	
No. 37	Lake Avenue/Walnut Street	X	
No. 38	Lake Avenue/Colorado Boulevard	X	
No. 39	Lake Avenue/Del Mar Boulevard	X	
No. 40	Lake Avenue/California Boulevard	X	

Study Intersections Prepared By (Traffic Consultant):

Name: Srinath Raju/Chris Munoz	Signature: 
Title: Principal/Senior Engineer	
Date: 7/29/2013	

Study Intersections Approved By Department of Transportation:

Name: CONRAD VSANA	Signature: 
Title: ENGINEER	
Date: 3/24/2014	

**CITY OF PASADENA
SCOPING FOR A TRANSPORTATION IMPACT STUDY**


STUDY STREET SEGMENTS (insert more segments if necessary)

**** All new traffic counts shall be digitally submitted to the City in Excel or ASCI format.**

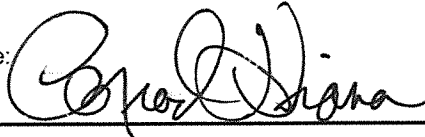
Please indicate type of counts for each street segment: **New** **Available**

No.	Street Segment	New	Available
No. 1	Walnut Street between Raymond Avenue and Marengo Avenue		X
No. 2	Union Street between Garfield Avenue and Euclid Avenue	X	
No. 3	Union Street between Oak Knoll Avenue and Hudson Avenue	X	
No. 4	Colorado Boulevard between Arroyo Parkway and Marengo Avenue	X	
No. 5	Colorado Boulevard between Marengo Avenue and Garfield Avenue	X	
No. 6	Colorado Boulevard between Euclid Avenue and Los Robles Avenue	X	
No. 7	Colorado Boulevard between Los Robles Avenue and Oakland Avenue	X	
No. 8	Green Street between Arroyo Parkway and Marengo Avenue	X	
No. 9	Green Street west of Euclid Avenue	X	
No. 10	Green Street between Euclid Avenue and Los Robles Avenue	X	
No. 11	Green Street between Los Robles Avenue and Oakland Avenue	X	
No. 12	Green Street between Oakland Avenue and Madison Avenue	X	
No. 13	Cordova Street between Los Robles Avenue and Oakland Avenue	X	
No. 14	Marengo Avenue between Corson Street and Walnut Street	X	
No. 15	Marengo Avenue between Walnut Street and Holly Street		X
No. 16	Marengo Avenue between Cordova Street and Del Mar Boulevard	X	
No. 17	Marengo Avenue south of Del Mar Boulevard	X	
No. 18	Euclid Avenue between Corson Street and Walnut Street	X	
No. 19	Euclid Avenue between Cordova Street and Del Mar Boulevard	X	
No. 20	Los Robles Avenue between Walnut Street and Union Street		X
No. 21	Los Robles Avenue between Colorado Boulevard and Green Street	X	
No. 22	Los Robles Avenue between Cordova Street and Del Mar Boulevard	X	
No. 23	Los Robles Avenue south of Del Mar Boulevard	X	
No. 24	El Molino Avenue between Walnut Street and Union Street	X	
No. 25	El Molino Avenue south of Del Mar Boulevard	X	

Study Street Segments Prepared By (Traffic Consultant):

Name: Srinath Raju/Chris Munoz	Signature: 
Title: Principal/Senior Engineer	
Date: 7/29/2013	

Study Street Segments Approved By Department of Transportation:

Name: CONRAD VIANA	Signature: 
Title: ENGINEER	
Date: 3/24/2014	

**CITY OF PASADENA
SCOPING FOR A TRANSPORTATION IMPACT STUDY**


RELATED PROJECTS

List of Projects Source(s) City of Pasadena Planning Department;
City of Pasadena Transportation Department; and
Approved traffic impact studies for projects in vicinity of the
project site


Exhibit 4: List of related projects. To be provided by the City of Pasadena

Cumulative Proj. Trip Gen. Source: ITE "Trip Generation," 9th Edition, 2012; or other approved studies

List of Related Projects Prepared By (Traffic Consultant):

Name: Srinath Raju/Chris Munoz	Signature: 
Title: Principal/Senior Engineer	
Date: 2/18/2014	

List of Cumulative Projects Approved By Planning Department:

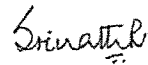
Name: BETTY DONAVANIK	Signature: 
Title: SENIOR PLANNER	
Date: 03/24/14	

TRANSIT

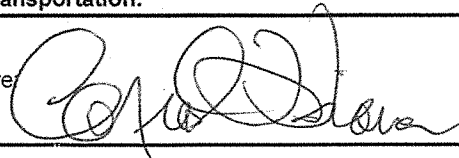
Location(s) of bus and/or Gold Line stop(s) within 1300 feet of the project See Exhibit 5

Provide a detailed description in the report of the existing amenities and conditions of each transit stop listed above, as well as photographs.

List of Transit Stations Prepared By (Traffic Consultant):

Name: Srinath Raju/Chris Munoz	Signature: 
Title: Principal/Senior Engineer	
Date: 7/29/2013	

List of Transit Stations Approved By Department of Transportation:

Name: CONRAD VANA	Signature: 
Title: ENGINEER	
Date: 3/24/2014	

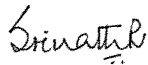
**CITY OF PASADENA
SCOPING FOR A TRANSPORTATION IMPACT STUDY**

PARKING (NOT PART OF TRAFFIC IMPACT STUDY)

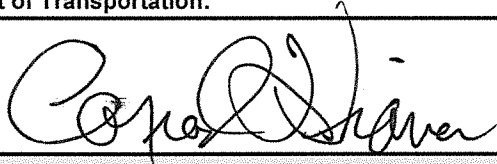
Number of Existing Off-Street Parking Spaces: n/a
 Number of Parking Spaces Required by Code: n/a
 Number of Off-Street Parking Spaces Proposed: n/a

Provide a detailed description in the report of existing on-street parking, including restrictions, prohibitions, and availability.

Parking Data Provided and/or Concurred By (Traffic Consultant):

Name: Srinath Raju/Chris Munoz	Signature: 
Title: Principal/Senior Engineer	
Date: 7/29/2013	

Parking Data Provided and/or Concurred By Department of Transportation:

Name: CONRAD VIANA	Signature: 
Title: ENGINEER	
Date: 2/24/2014	

PEDESTRIAN/BICYCLE

Bicycle Parking Spaces Required by Code: n/a
 Bicycle Parking Spaces Proposed: n/a

Include a detailed description of existing bikeways, bike signage, and bicycle racks within 1000 feet of the site.

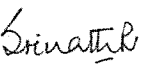
Signalized intersection(s) within 1300 feet of the site: See Exhibit 6
 (Add rows if necessary)

Type of Pedestrian Push Buttons: See Exhibit 6
 (Add rows if necessary)


Type of Pedestrian Indicator: See Exhibit 6
 (Add rows if necessary)

ADA Compliant Wheelchair Ramps? See Exhibit 6
 (Add rows if necessary)

Data Provided and/or Concurred By (Traffic Consultant):

Name: Srinath Raju/Chris Munoz	Signature: 
Title: Principal/Senior Engineer	
Date: 7/29/2013	

Data Provided and/or Concurred By Department of Transportation:

Name: CONRAD VIANA	Signature: 
Title: ENGINEER	
Date: 2/24/2014	

**CITY OF PASADENA
SCOPING FOR A TRANSPORTATION IMPACT STUDY**

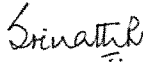
GENERAL PLAN CONSISTENCY

The Project Site is (check one):

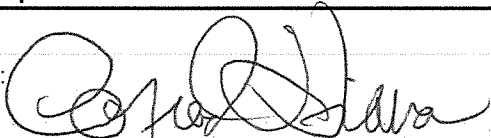
- On a Multi-Modal Corridor
- On/near a De-Emphasized Street(s)
- In/Near a Residential Neighborhood

Yes	No
X	
	X
	X

Data Provided and/or Concurred By (Traffic Consultant):

Name: Srinath Raju/Chris Munoz	Signature: 
Title: Principal/Senior Engineer	
Date: 7/29/2013	

Data Provided and/or Concurred By Department of Transportation:


Name: CONRAD VEANA	Signature: 
Title: ENGINEER	
Date: 2/24/2014	

OTHER PROJECT CONSIDERATIONS

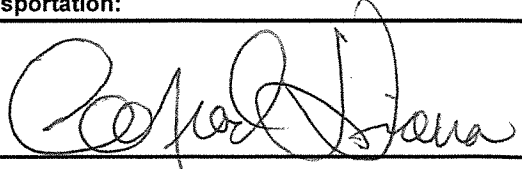
- Traffic study will also include an impact evaluation of the proposed project without the department store credit. The trip generation is shown in Exhibit 7.
- ICU analysis will use a capacity of 1,700 vehicles per lane per hour and lost time of 0.10 for signalized intersections.
- PEQI/BEQI and MMLOS to include the following intersections and street segments:

- *4. CONDITIONS OF APPROVAL WILL BE BASED ON PROJECT TRIPS WITHOUT MACY'S TRIP CREDIT.
- | Intersections | Street Segments |
|--|---|
| 1. Marengo Avenue & Union Street | 1. Colorado Boulevard between Marengo Avenue and Garfield Av |
| 2. Marengo Avenue & Colorado Boulevard | 2. Colorado Boulevard between Garfield Avenue and Euclid Av |
| 3. Marengo Avenue & Green Street | 3. Colorado Boulevard between Euclid Av and Los Robles Av |
| 4. Marengo Avenue & Cordova Street | 4. Green Street between Marengo Av and Paseo Colorado Dwy |
| 5. Garfield Avenue & Colorado Boulevard | 5. Green Street between Paseo Colorado Dwy and Euclid Av |
| 6. Paseo Colorado Dwy & Green Street | 6. Green Street between Euclid Av and Los Robles Av |
| 7. Euclid Avenue & Colorado Boulevard | 7. Marengo Avenue between Union Street and Colorado Bl |
| 8. Euclid Avenue & Green Street | 8. Marengo Avenue between Colorado Bl and Green Street |
| 9. Los Robles Avenue & Union Street | 9. Marengo Avenue between Green Street and Cordova Street |
| 10. Los Robles Avenue & Colorado Boulevard | 10. Los Robles Avenue between Union Street and Colorado Bl |
| 11. Los Robles Avenue & Green Street | 11. Los Robles Avenue between Colorado Bl and Green Street |
| 12. Los Robles Avenue & Cordova Street | 12. Los Robles Avenue between Green Street and Cordova Street |

Data Provided and/or Concurred By (Traffic Consultant):

Name: Srinath Raju/Chris Munoz	Signature: 
Title: Principal/Senior Engineer	
Date: 7/29/2013	

Data Provided and/or Concurred By Department of Transportation:

Name: CONRAD VEANA	Signature: 
Title: ENGINEER	
Date: 2/24/2014	

**EXHIBIT 1A
ESTIMATED PROJECT TRIP GENERATION - SUMMARY**

	Daily	AM Peak Hour			PM Peak Hour		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Overall On-Site Trips: Proposed Conditions	29,909	437	441	878	1,374	1,042	2,416
Overall On-Site Trips: Existing Conditions	32,280	469	415	884	1,464	1,213	2,677
Net Proposed Project Total Trip Generation	(2,371)	(32)	26	(6)	(90)	(171)	(261)

**EXHIBIT 1B
ESTIMATED PROJECT TRIP GENERATION**

	Size	Daily	AM Peak Hour			PM Peak Hour		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed On-Site Uses								
Retail	253,803 s.f.	12,441	171	104	275	537	581	1,118
Quality Restaurant [1]	99,868 s.f.	8,983	41	40	81	501	247	748
Fast-Food Restaurant	12,197 s.f.	8,733	321	214	535	163	156	319
Health Club	24,559 s.f.	809	18	17	35	50	37	87
Cineplex	2,746 seats	4,943	8	8	16	237	158	395
Apartments	487 d.u.	3,075	48	194	242	186	100	286
Hotel	179 rooms	1,597	70	50	120	61	64	125
Accessory Retail	5,744 s.f.	230	4	3	7	11	10	21
Hotel Restaurant	2,700 s.f.	243	1	1	2	13	7	20
Overall On-Site Uses: Proposed Conditions - Total Trip Generation		41,054	682	631	1,313	1,759	1,360	3,119
Total Trip Generation - Less 10% Transit Trips		36,949	614	568	1,182	1,583	1,224	2,807
<u>Internal Capture</u>								
*Restaurant - Internal Capture (10%) [2]		(830)	(4)	(4)	(8)	(46)	(23)	(69)
*Fast-Food Restaurant - Internal Capture (50%)		(3,930)	(144)	(96)	(240)	(73)	(70)	(143)
<u>Pass-By Trips</u>								
**Retail - Pass-By (10%) Trips [3]		(1,140)	(13)	(12)	(25)	(52)	(51)	(103)
**Restaurant - Pass-By (10%) Trips [2]		(747)	(4)	(3)	(7)	(31)	(31)	(62)
**Fast-Food Restaurant - Pass-By (10%) Trips		(393)	(12)	(12)	(24)	(7)	(7)	(14)
A) Overall On-Site Trips: Proposed Conditions		29,909	437	441	878	1,374	1,042	2,416
Existing On-Site Uses								
Retail	377,526 s.f.	16,105	218	133	351	700	759	1,459
Supermarket	38,118 s.f.	3,897	81	49	130	194	187	381
Quality Restaurant [1]	74,323 s.f.	6,685	30	30	60	373	184	557
Fast-Food Restaurant	13,127 s.f.	9,399	346	230	576	175	168	343
Health Club	24,559 s.f.	809	18	17	35	50	37	87
Cineplex	2,746 seats	4,943	8	8	16	237	158	395
Apartments	387 d.u.	2,469	39	154	193	150	81	231
Overall On-Site Uses: Existing Conditions - Total Trip Generation		44,307	740	621	1,361	1,879	1,574	3,453
Total Trip Generation - Less 10% Transit Trips		39,876	666	559	1,225	1,691	1,417	3,108
<u>Internal Capture</u>								
*Restaurant - Internal Capture (10%) [1]		(602)	(3)	(3)	(6)	(34)	(17)	(51)
*Fast-Food Restaurant - Internal Capture (50%)		(4,230)	(156)	(104)	(260)	(79)	(76)	(155)
<u>Pass-By Trips</u>								
*Retail - Pass-By (10%) Trips		(1,449)	(16)	(16)	(32)	(66)	(65)	(131)
*Supermarket - Pass-By (10%) Trips		(351)	(6)	(6)	(12)	(17)	(17)	(34)
**Restaurant - Pass-By (10%) Trips [1]		(541)	(3)	(2)	(5)	(23)	(22)	(45)
**Fast-Food Restaurant - Pass-By (10%) Trips		(423)	(13)	(13)	(26)	(8)	(7)	(15)
B) Overall On-Site Trips: Existing Conditions		32,280	469	415	884	1,464	1,213	2,677
Trip Generation Summary								
A) Overall On-Site Trips: Proposed Conditions		29,909	437	441	878	1,374	1,042	2,416
B) Overall On-Site Trips: Existing Conditions		32,280	469	415	884	1,464	1,213	2,677
Net Proposed Project Total Trip Generation (A-B)		(2,371)	(32)	26	(6)	(90)	(171)	(261)

* Trips determined after reduction of transit trips.

** Trips determined after reduction of transit trips and internal capture.

[1] Includes 2,020 s.f. of cineplex restaurant use.

[2] Includes hotel restaurant and cineplex restaurant components.

[3] Includes hotel retail component.

**EXHIBIT 1C
ESTIMATED PROJECT TRIP GENERATION - TRIP RATES**

Trip Rates [5]								
Apartments (ITE Land Use Code 220)	Trips per Dwelling Unit	[6]	20%	80%	[6]	65%	35%	[6]
Hotel (ITE Land Use Code 310)	Trips per Occupied Room	8.92	58%	42%	0.67	49%	51%	0.70
Health Club (ITE Land Use Code 492)	Trips per 1,000 s.f. GFA	32.93	50%	50%	1.41	57%	43%	3.53
Retail/Shopping Center (ITE Land Use Code 820)	Trips per 1,000 s.f. GLA	[7]	62%	38%	[7]	48%	52%	[7]
Supermarket (ITE Land Use Code 850)	Trips per 1,000 s.f. GFA	102.24	62%	38%	3.40	51%	49%	[8]
Quality Restaurant (ITE Land Use Code 931)	Trips per 1,000 s.f. GFA	89.95	50%	50%	0.81	67%	33%	7.49
Fast-Food w/o Drive-Through (ITE Land Use Code 933)	Trips per 1,000 s.f. GFA	716	60%	40%	43.87	51%	49%	26.15
Specialty Retail [9] (SANDAG Land Use Code)	Trips per 1,000 s.f. GLA	40.00	60%	40%	[10]	50%	50%	[10]
Multiplex Movie Theater [9] (SANDAG Land Use Code)	Trips per Seat	1.8	50%	50%	[11]	60%	40%	[11]

[5] Trip generation rates from the *Trip Generation Manual*, 9th Edition, ITE 2012, unless otherwise noted.

[6] Trip generation rates for apartment was calculated using the following equations:

Daily: $T = 6.06 (X) + 123.56$
 AM Peak Hour: $T = 0.49 (X) + 3.73$
 PM Peak Hour: $T = 0.55 (X) + 17.65$

Where:
 T = Two-way volume of traffic (total trip-ends)
 X = Number of dwelling units

[7] Trip generation for retail was calculated using the following formulas:

Daily: $\ln(T) = 0.65 \ln(X) + 5.83$
 AM Peak Hour: $\ln(T) = 0.61 \ln(X) + 2.24$
 PM Peak Hour: $\ln(T) = 0.67 \ln(X) + 3.31$

Where:
 Ln = Natural logarithm
 T = Two-way volume of traffic (total trip-ends)
 X = Area in 1,000 square feet of gross leasable area

[8] PM trip generation for supermarket was calculated using the following formula:

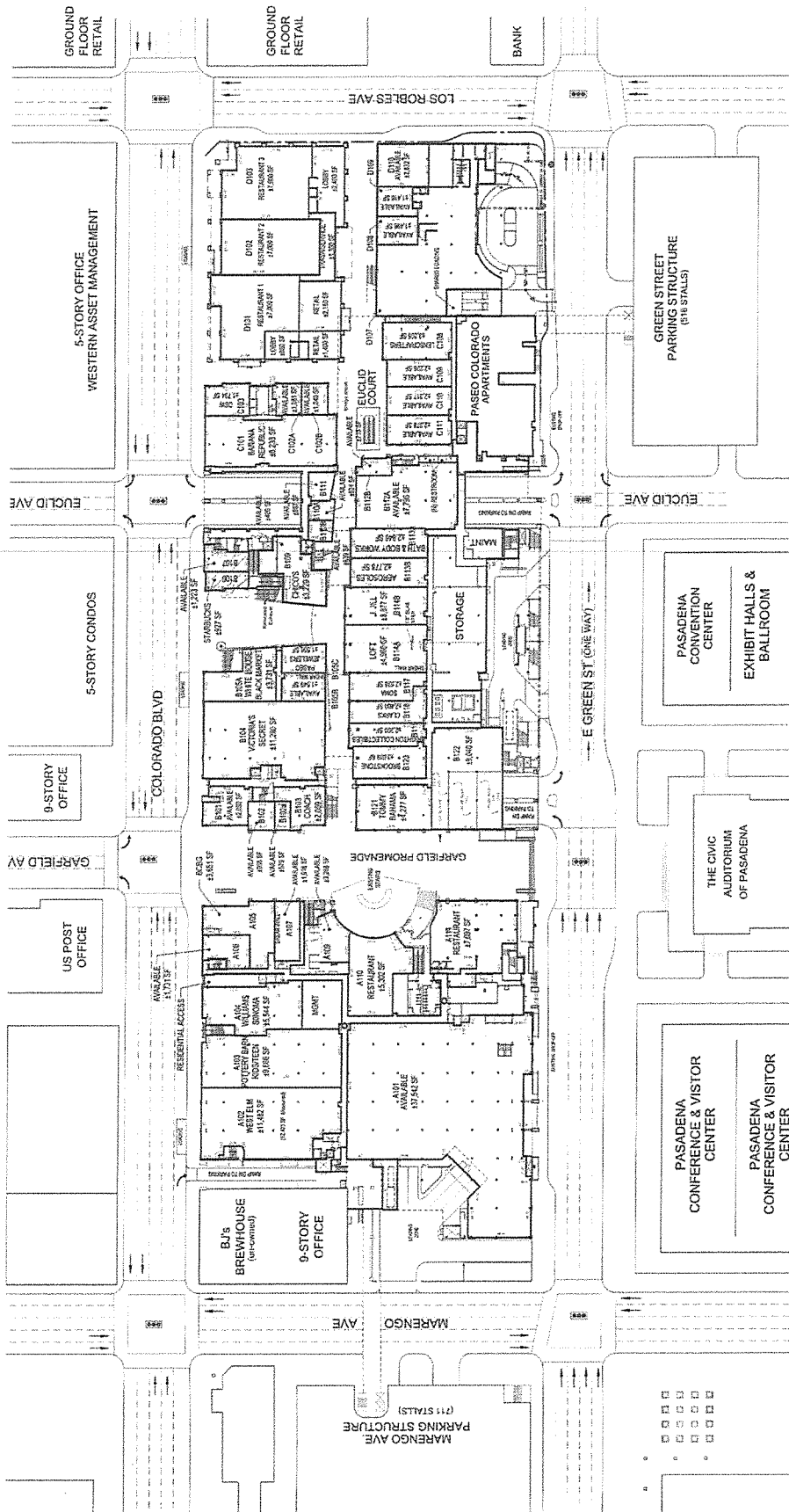
PM Peak Hour: $\ln(T) = 0.74 \ln(X) + 3.25$

Where:
 Ln = Natural logarithm
 T = Two-way volume of traffic (total trip-ends)
 X = Area in 1,000 square feet of gross floor area

[9] *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, SANDAG, April 2002

[10] AM peak hour is 3% of Daily Trips. PM peak hour is 9% of Daily Trips.

[11] AM peak hour is 1/3% of Daily Trips and PM peak hour is 8% of Daily Trips.



Site Plan.

EXHIBIT 2

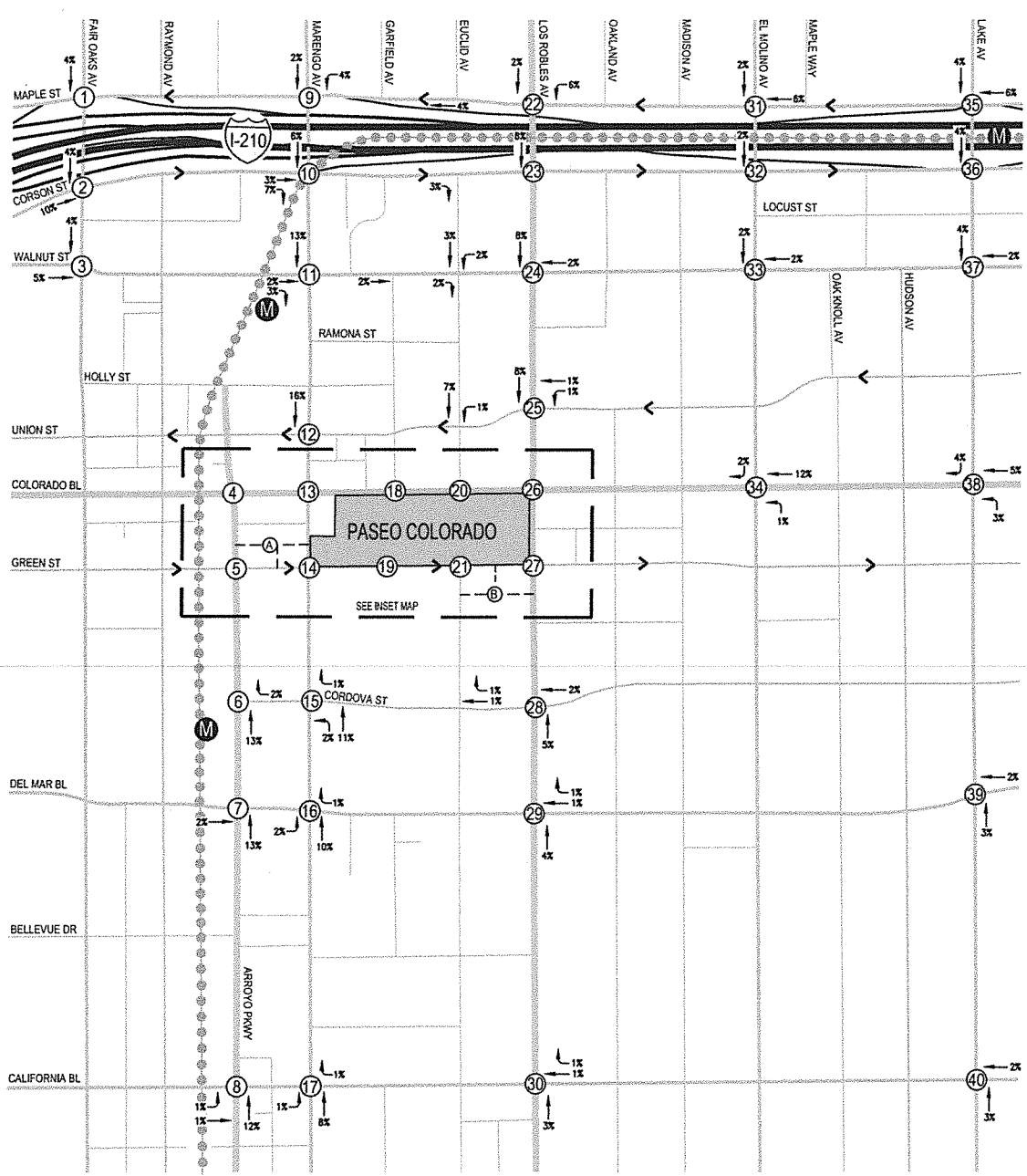
Villa at
PASEO COLORADO

PASEO COLORADO REDEVELOPMENT ~ PASADENA, CA

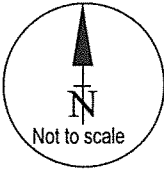
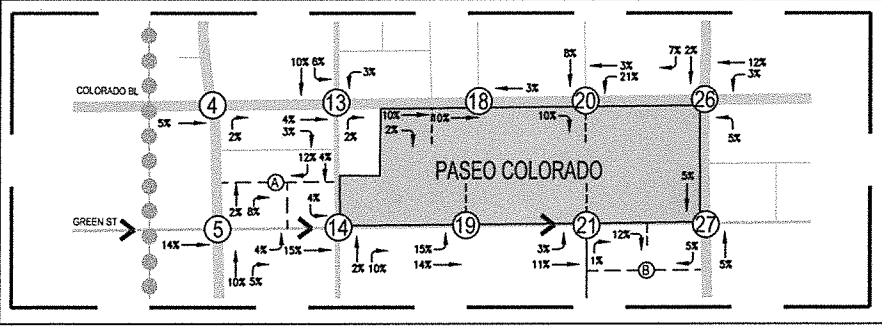
DATE: 1/21/14
 THIS PLAN IS THE PROPERTY OF DLR GROUP AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF DLR GROUP.
 January - 21 - 2014

DLR Group | **ddr**

Conceptual Design Package
A1

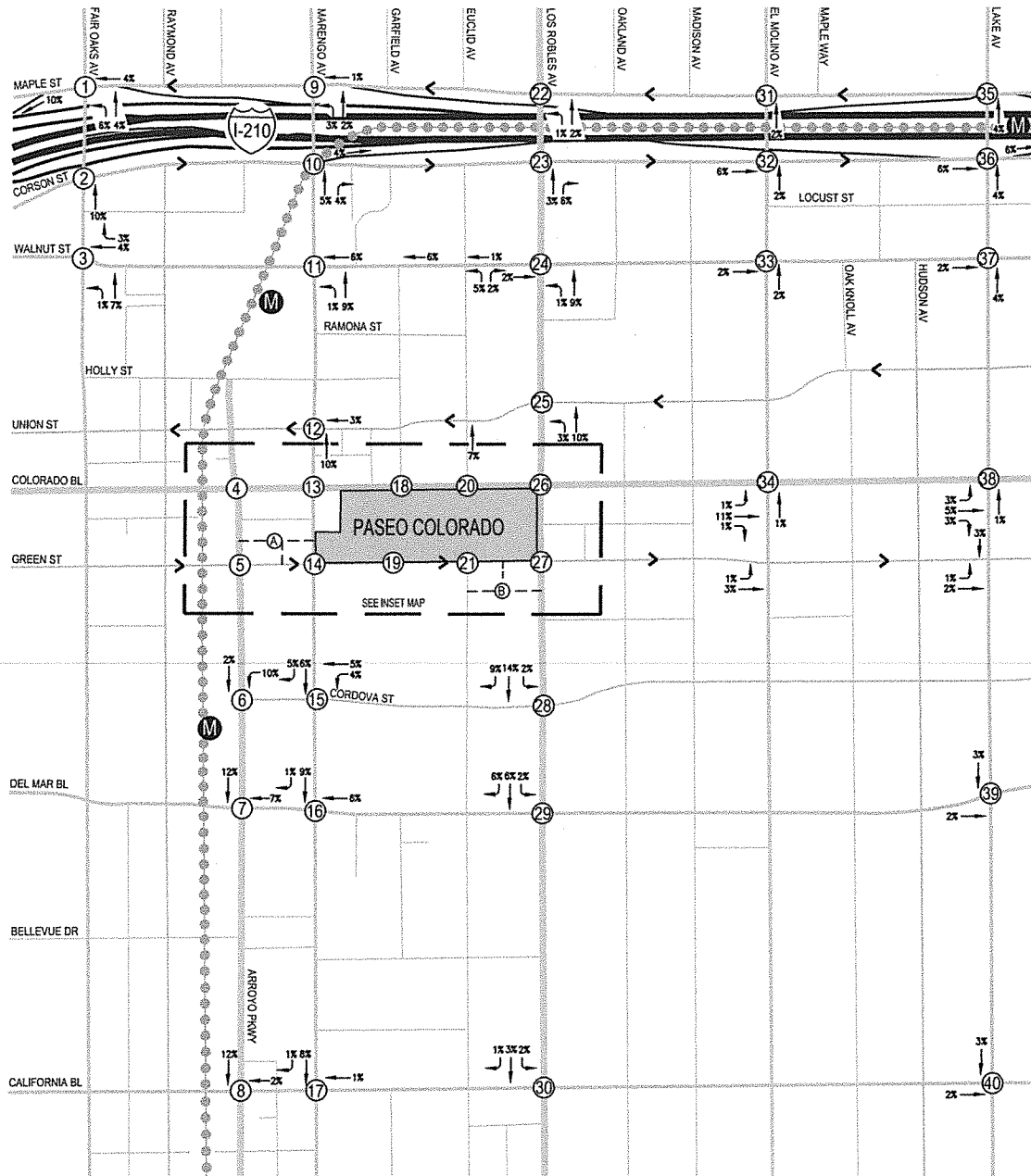


INSET MAP - PROJECT SITE

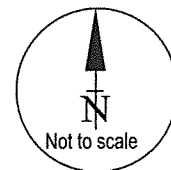
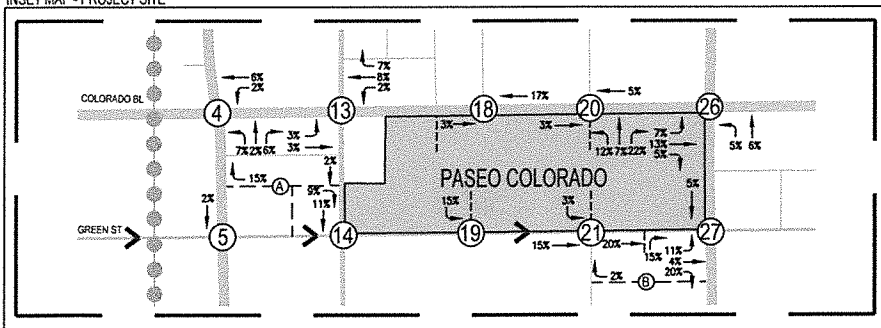


Legend :

xx%	- Percent Inbound		- Project Site	(A)	- Marenjo Parking Structure
(#)	- Analyzed Intersection	(M)	- Metro Gold Line Station	(B)	- Los Robles Parking Structure

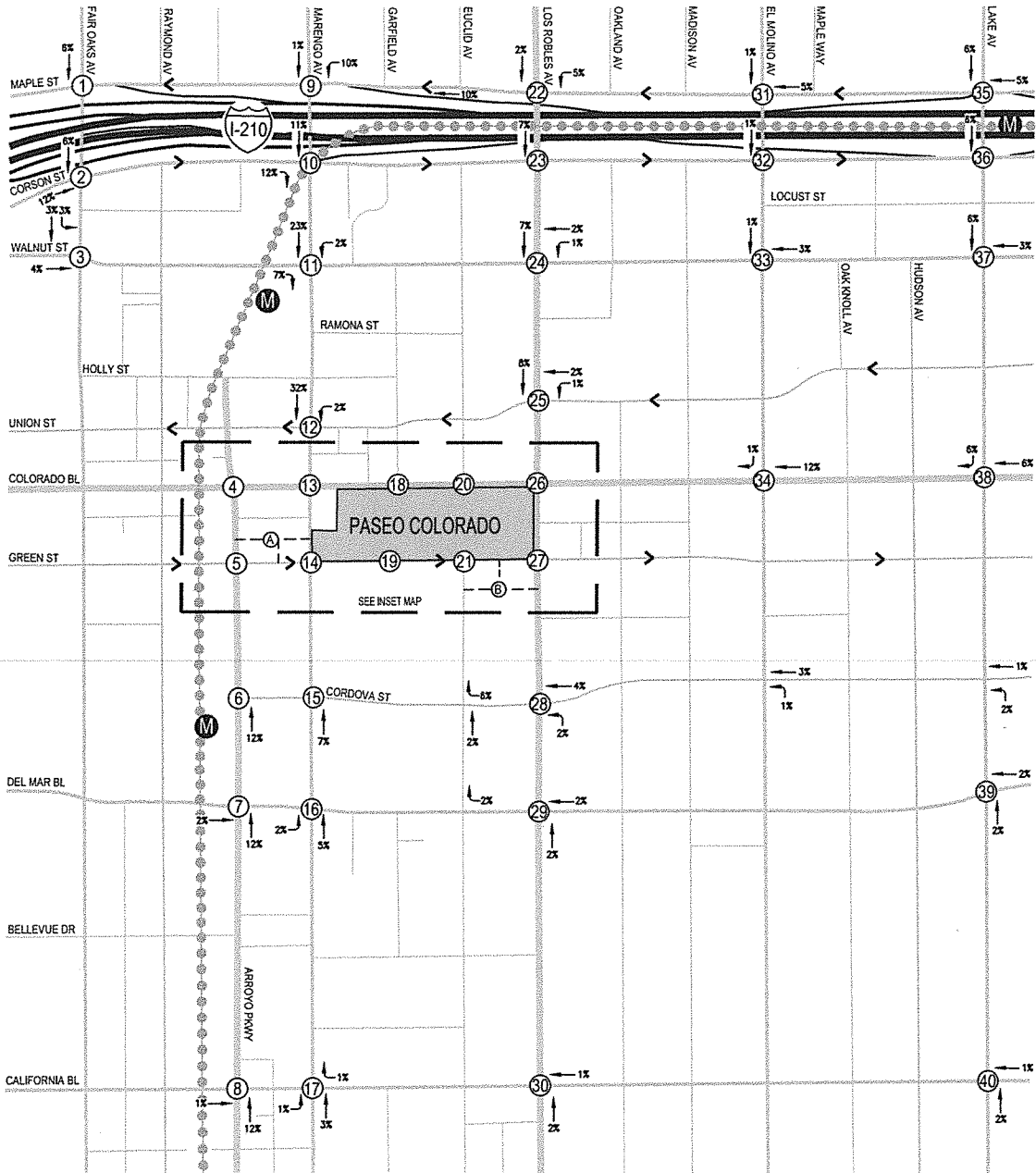


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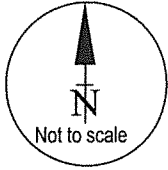
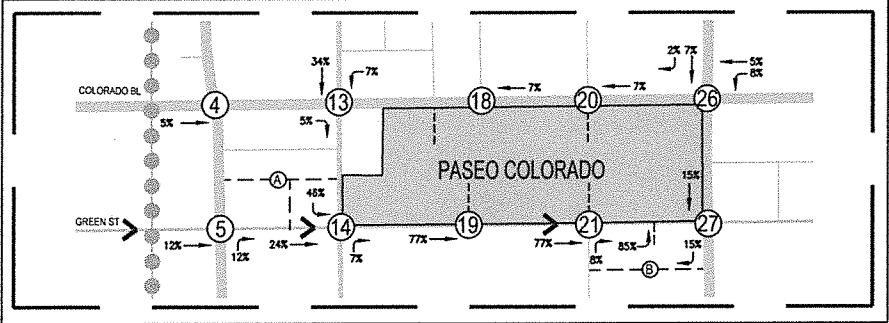


Legend :

- xx% - Percent Outbound
- ⊕ - Analyzed Intersection
- - Project Site
- M - Metro Gold Line Station
- Ⓐ - Marengo Parking Structure
- Ⓑ - Los Robles Parking Structure



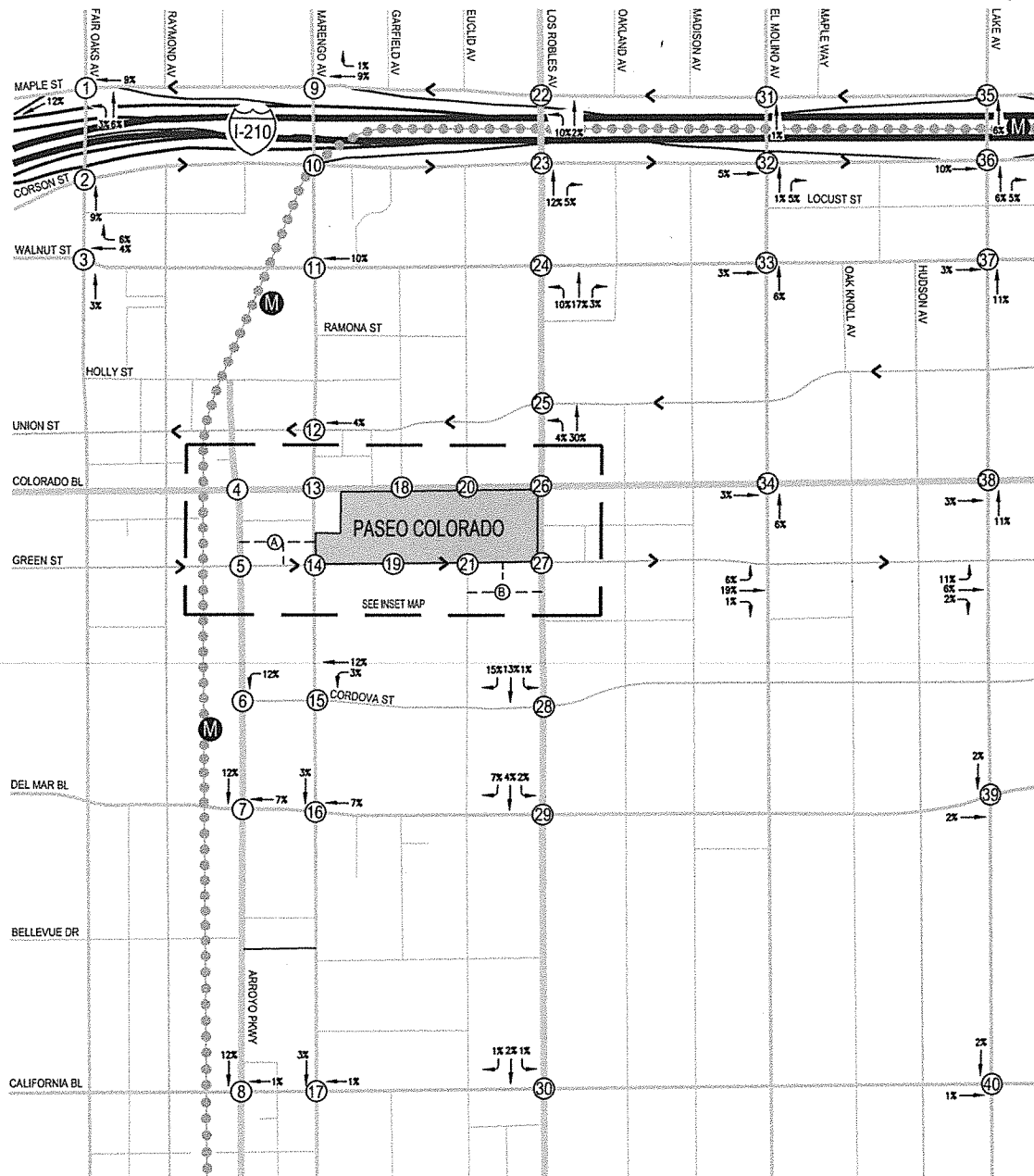
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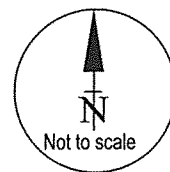
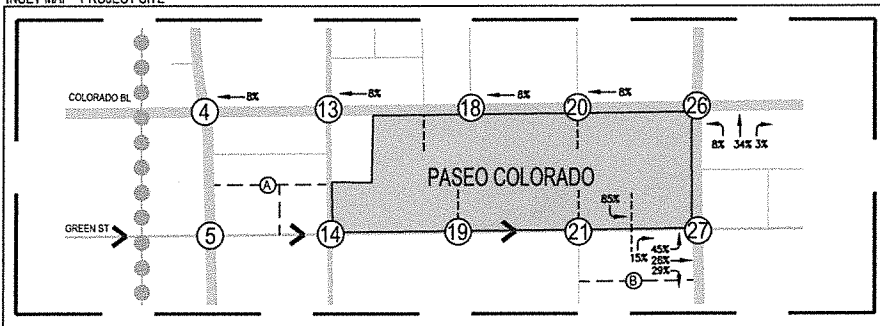
Legend :

xx% - Percent Inbound	- Project Site	Ⓐ - Marengo Parking Structure
Ⓜ - Analyzed Intersection	- Metro Gold Line Station	Ⓟ - Los Robles Parking Structure

EXHIBIT 3C
HOTEL - INBOUND TRIP DISTRIBUTION

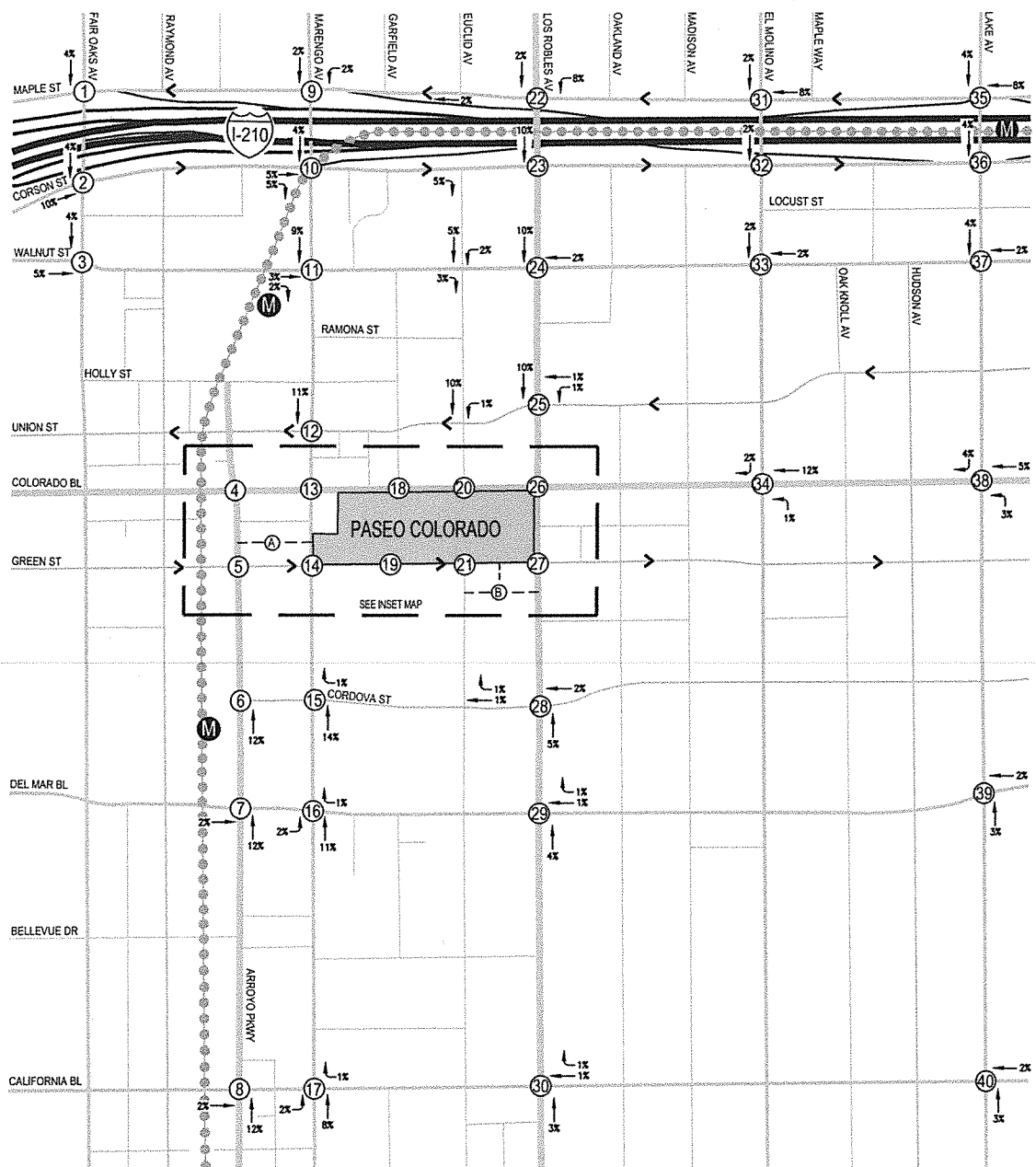


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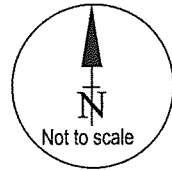
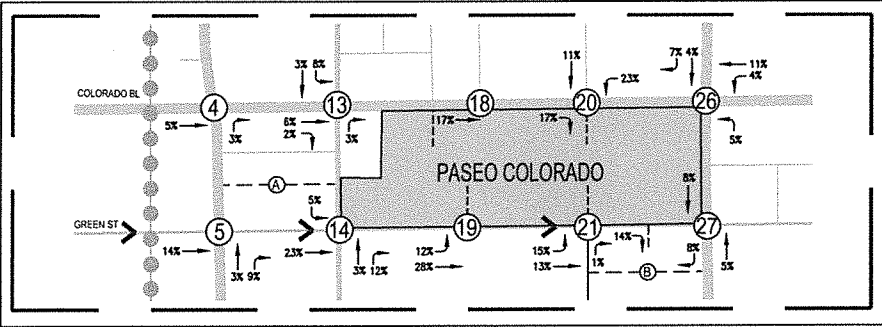


Legend :

- xx% - Percent Outbound
- Ⓜ - Analyzed Intersection
- - Project Site
- Ⓜ - Metro Gold Line Station
- Ⓐ - Marengo Parking Structure
- Ⓑ - Los Robles Parking Structure

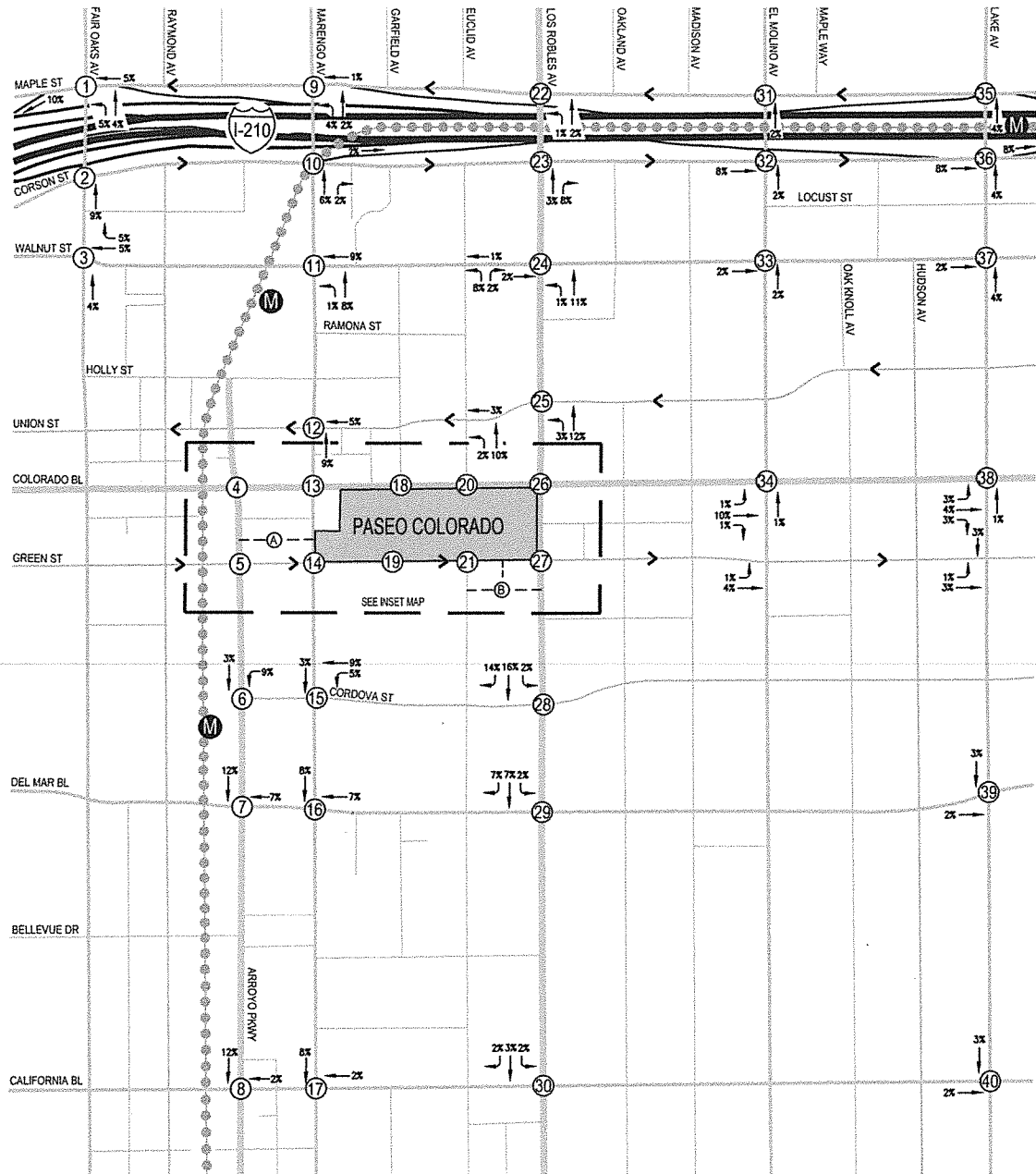


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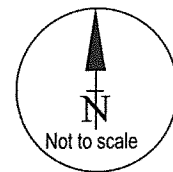
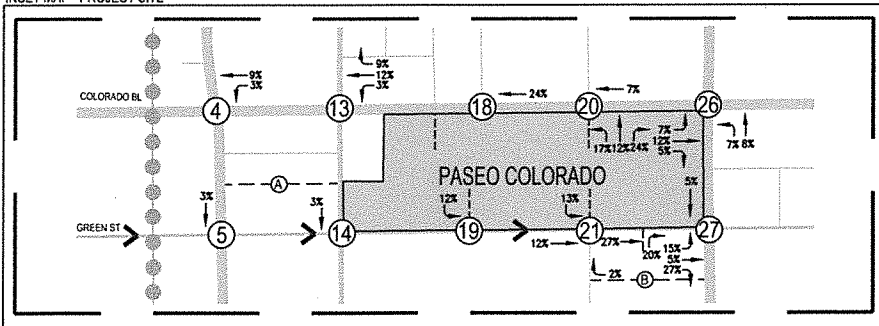


Legend :

- xx% - Percent Inbound
- ⊕ - Analyzed Intersection
- - Project Site
- M - Metro Gold Line Station
- Ⓐ - Marengo Parking Structure
- Ⓑ - Los Robles Parking Structure

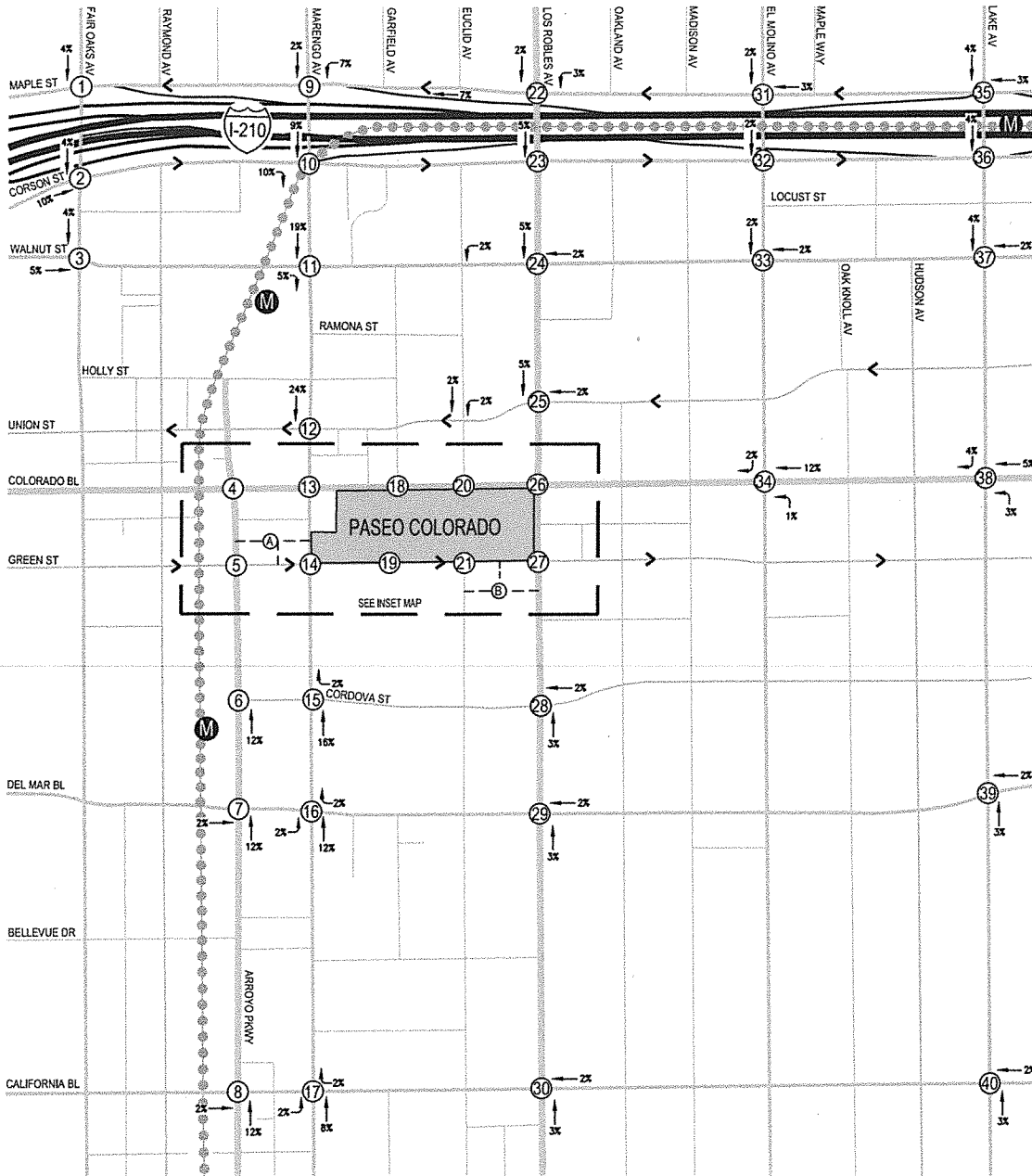


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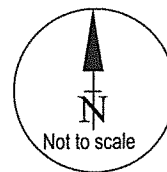
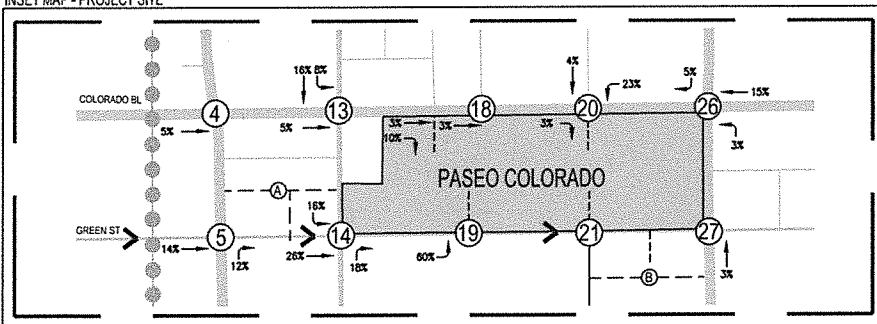


Legend :

- xx% - Percent Outbound
- ⊕ - Analyzed Intersection
- - Project Site
- M - Metro Gold Line Station
- Ⓐ - Marengo Parking Structure
- Ⓑ - Los Robles Parking Structure

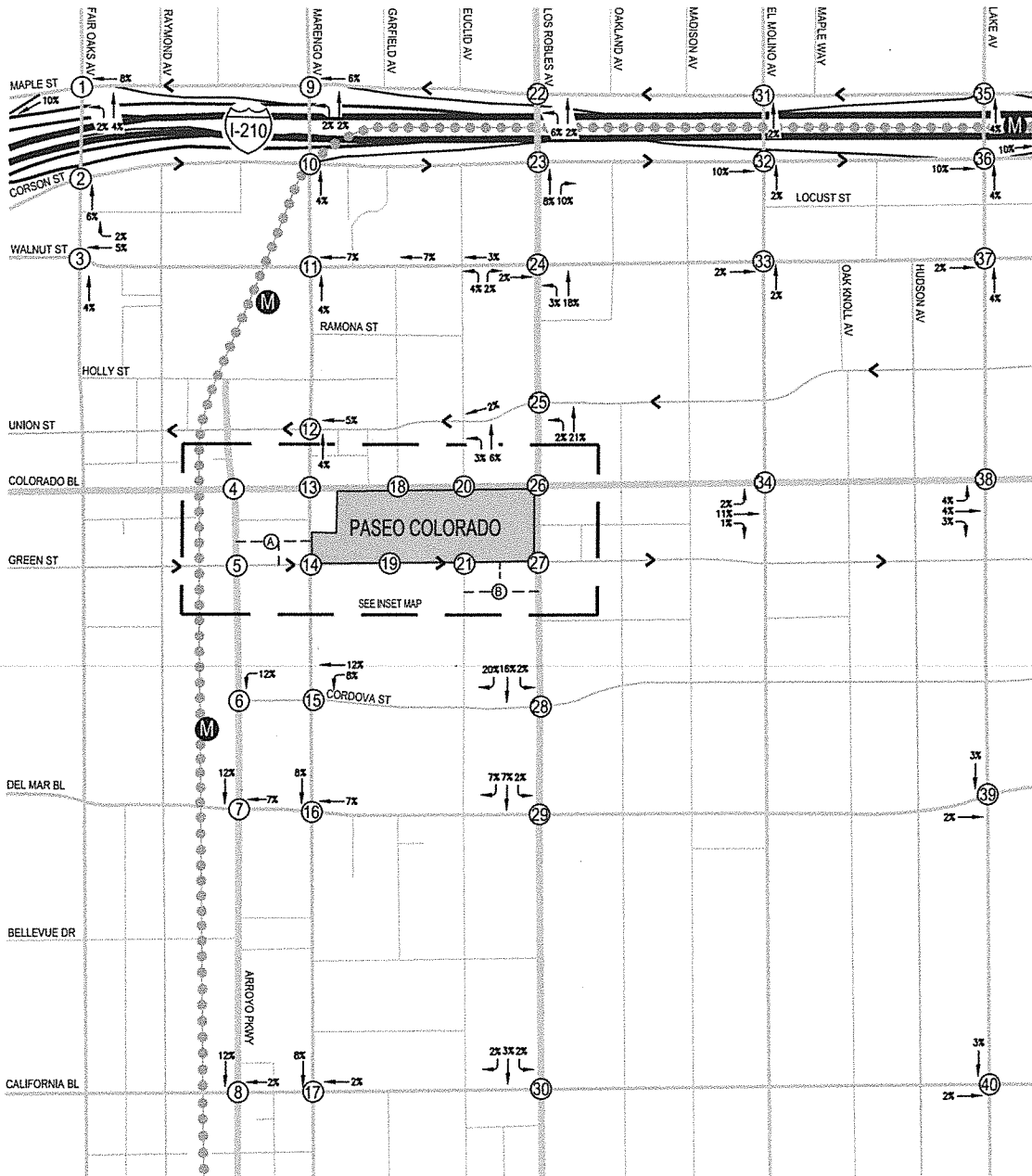


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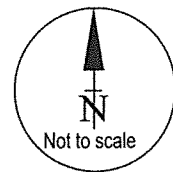
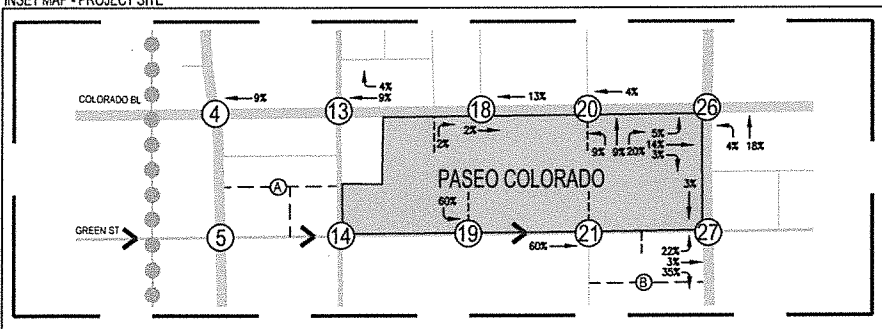


Legend :

- xx% - Percent Inbound
- ⊕ - Analyzed Intersection
- - Project Site
- Ⓜ - Metro Gold Line Station
- Ⓐ - Marengo Parking Structure
- Ⓑ - Los Robles Parking Structure

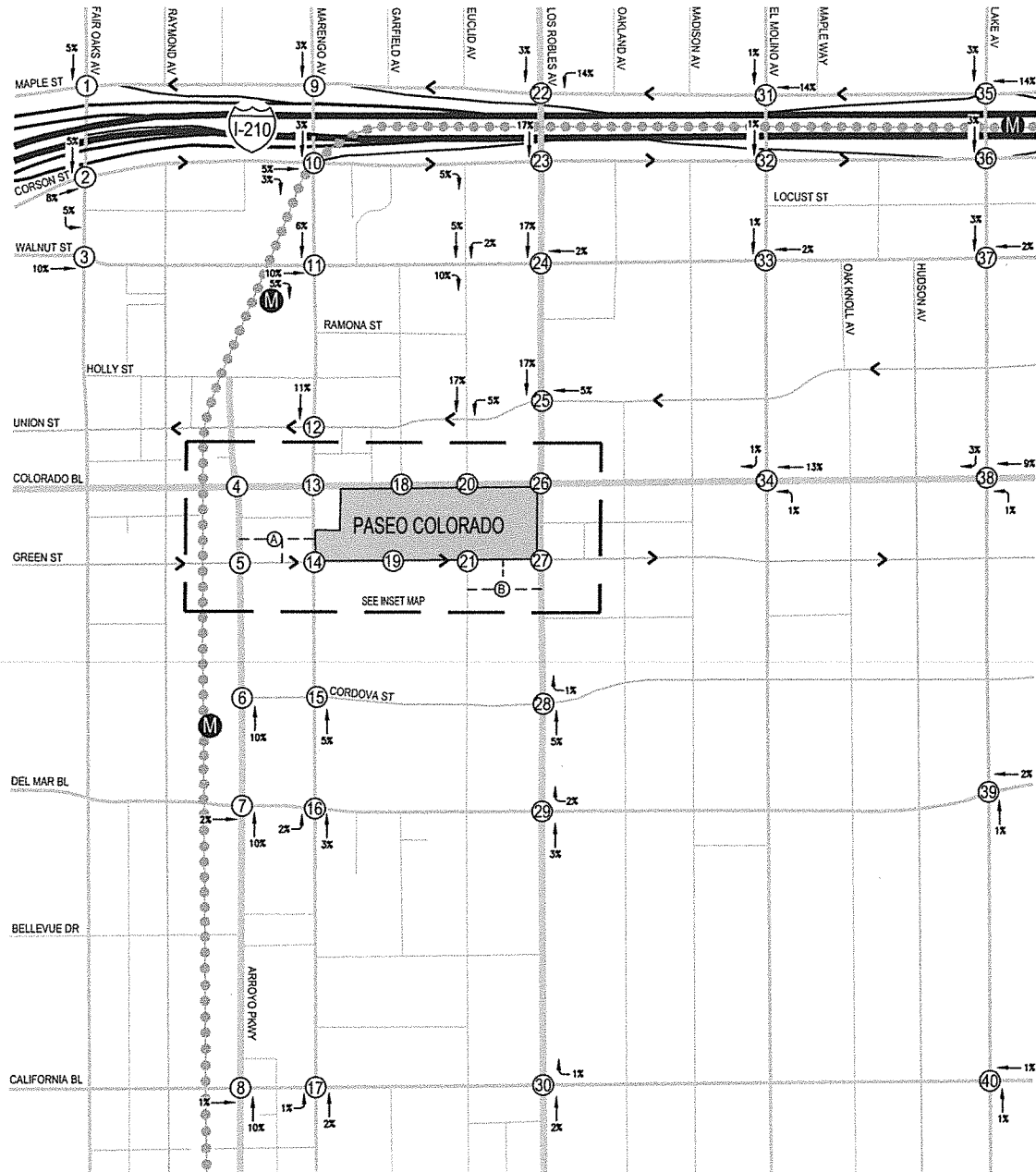


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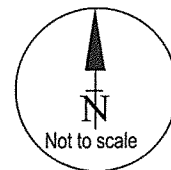
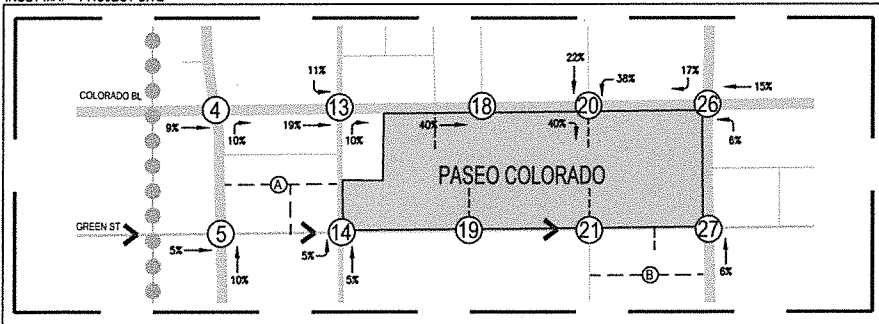


Legend :

- xx% - Percent Outbound
- Ⓜ - Analyzed Intersection
- - Project Site
- Ⓜ - Metro Gold Line Station
- Ⓐ - Marengo Parking Structure
- Ⓟ - Los Robles Parking Structure

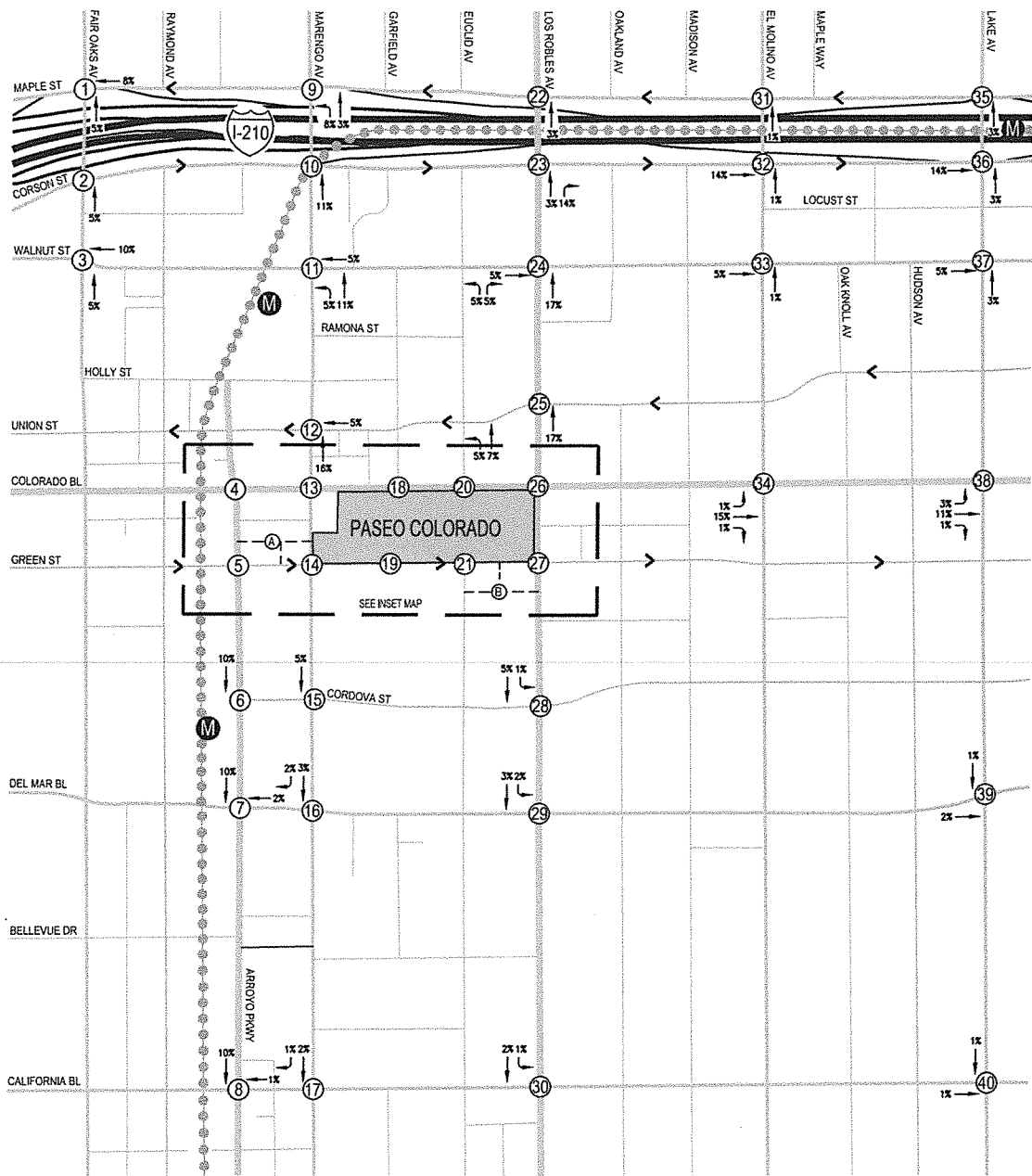


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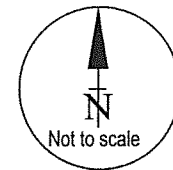
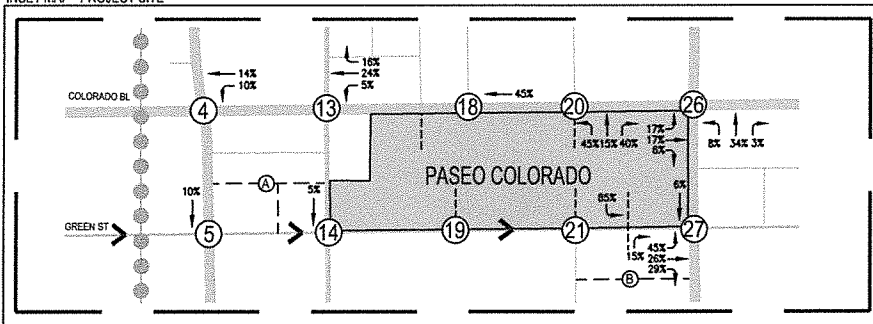


Legend :

- xx% - Percent Inbound
- Ⓜ - Analyzed Intersection
- - Project Site
- Ⓜ - Metro Gold Line Station
- Ⓐ - Marengo Parking Structure
- Ⓑ - Los Robles Parking Structure



INSET MAP - PROJECT SITE



Legend :

- xx% - Percent Outbound
- Ⓜ - Metro Gold Line Station
- ⓐ - Marengo Parking Structure
- ⓑ - Los Robles Parking Structure
- - Project Site

EXHIBIT 4
LIST OF RELATED PROJECTS [1]

Map #	Project Location		Land Use	Size
1	480 (496) S. Arroyo Parkway [2]		Apartments	26 DU
			Office	7 KSF
			Retail	4.4 KSF
			Dance Studio - Demo	-5.5 KSF
2	940 Avenue 64	Hillsides Home for Children Expansion	School	3.3 KSF
3	100 W. California Boulevard	Huntington Hospital	Hospital	65 BEDS
4	550 E. Colorado Boulevard [3]	Crown City Medical Center	Medical Office Building	96.051 KSF
			Specialty Retail	16.201 KSF
5	680 E. Colorado Boulevard	IDS Project	Medical Office	137 KSF
			Restaurant	4.5 KSF
			Retail	3.7 KSF
6	880 E. Colorado Boulevard [4]	Constance Hotel	Office	103.41 KSF
			Bank	8.01 KSF
			Condominiums	5 DU
			Retail	14.4 KSF
			Restaurant	37.861 KSF
			Hotel	156 ROOMS
			Office - Demo	-18.325 KSF
			Bank - Demo	-6.56 KSF
			Retail - Demo	-6.075 KSF
Restaurant - Demo	-4.936 KSF			
7	1201 E. Colorado Boulevard	Hampton Inn	Hotel	80 ROOMS
8	1336 & 1347 E. Colorado Boulevard		Hotel	520 ROOMS
			Retail	40 KSF
9	150 W. Dayton Street	Westgate	Apartments	41 DU
10	153 W. Dayton Street	Westgate	Apartments	59 DU
11	170 W. Dayton Street	Westgate	Apartments	52 DU
12	231 S. De Lacey Avenue	Westgate	Apartments	480 DU
13	367 W. Del Mar Boulevard		Condominiums	4 DU
14	1043 E. Del Mar Boulevard		Condominiums	30 DU
15	277 N. El Molino Avenue		Apartments	105 DU
16	132 N. Euclid Avenue [5]	All Saints	Church Expansion	42.118 KSF
			Recreation Building	13 KSF
17	233 N. Fair Oaks Avenue	Marriott: Residence Inn	Hotel	144 ROOMS
18	750 N. Fair Oaks Avenue	Heritage Square	Senior Affordable Apartments	70 DU
19	130-140 N. Fair Oaks Avenue		Condominiums	39 DU
			Office	3.374 KSF
20	31-71 S. Fair Oaks Avenue	NWC Fair Oaks/Green	Office	28.5 KSF
			Retail	16.4 KSF
21	686 S. Fair Oaks Avenue [6]	HMRI TOD	Medical Laboratory	37.876 KSF
			Retail - Demo	-3.846 KSF
			Manufacturing - Demo	-3.07 KSF
			Warehousing - Demo	-4.978 KSF
			Industrial - Demo	-0.528 KSF
22	909-915 S. Fair Oaks Avenue	Shriners Medical Office	Medical Office	74.8 KSF
23	3330 E. Foothill Boulevard	adjacent to 'Noise Within'	Apartments	212 DU
24	300 W. Green Street	Ambassador West	Apartments	136 DU
			Single-Family	1 DU
25	168 W. Green Street [3]		Apartments	25 DU
			Retail	9.302 KSF
			Restaurant	3.589 KSF
26	922-936 E. Green Street		Condominiums	45 DU
			Retail	12.8 KSF
27	151 S. Hill Avenue		Church	34.453 KSF
28	153 S. Hudson Avenue		Residential	9 DU
			Medical-Dental Office Building	3 KSF
29	1022 La Canada Verdugo Road	Devil's Gate Dam & Reservoir		
30	260 N. Los Robles Avenue	Corson Street Apartments	Apartments	432 DU
31	270 N. Los Robles Avenue [3]		Apartments - Demo	-172 DU
			Apartments	18 DU
32	105 S. Los Robles Avenue [7]		Residential - Demo	-2 DU
			Condominiums	52 DU
			Retail	4 KSF
			Medical Office - Demo	-6.72
			Office - Demo	-2.882 KSF
33	123 S. Los Robles Avenue		Residential	34 DU
			Office	2 KSF
34	78 N. Marengo Avenue	YWCA/Kimpton	Hotel	150 Rooms
			Restaurant	5 KSF
35	835 N. Michellinda Avenue	La Salle High School Expansion	High School	94.8 KSF

EXHIBIT 4
LIST OF RELATED PROJECTS [1]

Map #	Project Location		Land Use	Size
36	4300 N. Oak Grove Drive	Hahamonga Watershed Park	Multi-Benefit/Multi-Use Project	n/a
37	270-280 S. Oakland Avenue [3]		Condominiums	28 DU
			Apartments - Demo	-10 DU
38	415 Orange Grove Circle		Condominiums	90 DU
			Apartments - Demo	-64 DU
39	2460-2480 Oswego Street	City of Gardens' Project	Condominiums	33 DU
40	86 S. Raymond Avenue (86 S. Fair Oaks Avenue)		Apartments	64 DU
			Retail	5 KSF
41	1001 Rose Bowl Drive	NFL at Rose Bowl		
42	52, 74 San Gabriel Boulevard	Walden School Expansion	School	14.3 KSF
			Apartment - Demo	-8 DU
43	200 S. Sierra Madre Boulevard	Town & Country School Site	Condominiums	60 DU
44	686 E. Union Street		Apartments	118 DU
			Retail	10 KSF
45	175 Valley Street	Westgate	Apartments	74 DU
46	145 Valley Street	Westgate	Apartments	56 DU
47	842 E. Villa Street	Villa Gardens Expansion	Assisted Living/Senior Apartments	25 DU
48	2116 E. Villa Street	Villa Esperanza Expansion	School Expansion	35 students
49	25 W. Walnut Street		Apartments	201 DU
			Retail	10 KSF
50	100 W. Walnut Street	Parsons Project	Office	590 KSF
			Ancillary Retail	30 KSF
			Restaurant	10 KSF
			Apartments	475 DU
51	167 E. Walnut Street		Apartments	100 DU
52	680 E. Walnut Street		Apartments	82 DU
			Retail	5.6 KSF
53	788 (770) E. Walnut Street [3]		Apartments	91 DU
			Retail	6.2 KSF
54	1727-1787 E. Walnut Street	Davis Lumber Site	Apartments	128 DU
			Commercial	5 KSF
55	851 E. Washington Boulevard	Washington Theater	Apartments	40 DU
			Retail	15 KSF
56	2632 E. Washington Boulevard	St. Luke	Medical Office	187 KSF
57	655 Westminster Drive		Single-Family	9 DU
58	290 N. Wilson Avenue		Apartments	33 DU
59	135-145 S. Wilson Avenue [3]		Condominiums	30 DU
			Single-Family - Demo	-2 DU
			Apartments - Demo	-6 DU

[1] List of related projects and project descriptions (unless noted otherwise) provided by the City of Pasadena Planning Department.

[2] Project description from *Traffic Study for the 496 S. Arroyo Parkway Mixed-Use Project*, Raju Associates, August 2012, provided by the City of Pasadena DOT.

[3] Project description provided by the City of Pasadena DOT.

[4] Project description from *Transportation Study for the Lake at Colorado Project*, Raju Associates, May 2010, provided by the City of Pasadena Department of Transportation (DOT).

[5] Project description from *Traffic Study for the All Saints Episcopal Church Additions and Renovation Project*, Raju Associates, May 2010, provided by the City of Pasadena DOT.

[6] Project description from *Traffic Study for the Huntington Medical Research Institute Project*, Raju Associates, August 2012, provided by the City of Pasadena DOT.

[7] Project description from *Traffic Study for the 105 S. Los Robles Avenue Mixed-Use Project*, Raju Associates, August 2012, provided by the City of Pasadena DOT.

EXHIBIT 5
EXISTING BUS STOPS SERVING THE STUDY AREA

Bus Stop Location			Direction of Travel (Near or Far)	Side of Intersection (Near or Far)	Amenities	Bus Lines Served [1]
Street	Cross Street					
1. Raymond Avenue	Walnut Street	North	Near	Bench, Trash Can, Bike Rack	MTA Layover, MTA 280, MTA 762; FT 187	
2. Raymond Avenue	Holly Street	North	Far	Bench, Trash Can, ARTS Bus Schedule	MTA 177; ARTS 20, 51, 52	
3. Raymond Avenue	Holly Street	South	Near	Bench, Trash Can, ARTS Bus Schedule	ARTS 20, 40, 51, 52	
4. Raymond Avenue	Union Street	North	Near	Bench, Trash Can, ARTS Bus Schedule	MTA 177; ARTS 20, 51, 52; FT 187	
5. Raymond Avenue	Union Street	South	Far	Bench, ARTS Bus Schedule	ARTS 20, 40, 51, 52	
6. Raymond Avenue	Green Street	North	Near	Bench, Trash Can	MTA 177, 256, 686, 687; ARTS 20, 51, 52	
7. Raymond Avenue	Green Street	South	Far	Bench, Trash Can	ARTS 20, 51, 52	
8. Raymond Avenue	Del Mar Boulevard	North	Far	Bench, Trash Can	MTA 177, 256, 686, 687; ARTS 20, 51, 52	
9. Raymond Avenue	Del Mar Boulevard	South	Near	Bench, Trash Can	ARTS 20, 51, 52	
10. Arroyo Parkway	Cordova Street	South	Near	None	MTA 177, 256	
11. Arroyo Parkway	Green Street	South	Far	Shelter with Bench, Trash Can	MTA 177, 256	
12. Marengo Avenue	Holly Street	North	Far	Bench	ARTS 40	
13. Los Robles Avenue	Union Street	NB	Far	Bench, Trash Can	MTA 267, 687	
14. Los Robles Avenue	Union Street	SB	Far	Bench, 2 Trash Cans	MTA 267, 687	
15. Los Robles Avenue	Colorado Boulevard	NB	Far	Shelter with 2 Benches, Trash Can	MTA 267, 687; LADOT CE 549	
16. Los Robles Avenue	Colorado Boulevard	SB	Far	Shelter with 3 Benches, Trash Can	MTA 267; LADOT CE 549	
17. Los Robles Avenue	Green Street	SB	Far	Bench, Trash Can	MTA 267	
18. Los Robles Avenue	Green Street	NB	Far	Shelter with Bench, Trash Can	MTA 267	
19. Los Robles Avenue	El Dorado Street	NB	Near	Shelter with 2 Benches, Trash Can, Amtrak Map	Amtrak	
20. Los Robles Avenue	Cordova Street	NB	Far	Bench, Trash Can	MTA 267; LADOT CE 549	
21. Los Robles Avenue	Cordova Street	SB	Far	None	MTA 267	
22. Union Street	Garfield Avenue	West	Far	Bench, Trash Can	FT 690	
23. Union Street	Los Robles Avenue	WB	Near	Bench	FT 690	
24. Colorado Boulevard	Raymond Avenue	West	Far	Bench, Bike Rack	MTA 180, 181, ARTS 10	
25. Colorado Boulevard	Raymond Avenue	East	Far	Bench, Trash Can	MTA 177, 180, 181, 256, 686, 687; FT 187	
26. Colorado Boulevard	Arroyo Parkway	West	Far	Bench, Trash Can, Bike Rack	MTA 180, 181, 686, 687; FT 187; ARTS 10	
27. Colorado Boulevard	Arroyo Parkway	East	Far	Shelter with Bench, Trash Can	MTA 180, 181, 256, 686, 687; FT 187	
28. Colorado Boulevard	Marengo Avenue	East	Far	None	MTA 180, 181, 256, 686, 687	
29. Colorado Boulevard	Marengo Avenue	West	Far	Shelter with Bench, Trash Can	MTA 180, 181, 256, 686, 687; ARTS 10	
30. Colorado Boulevard	Garfield Avenue	EB	Far	Shelter with Bench, Trash Can, NextBus	MTA 180, 181, 256, 686, 687	
31. Colorado Boulevard	Garfield Avenue	WB	Far	Shelter with Bench, 2 Trash Cans, ARTS Map	MTA 180, 181, 256, 686, 687; ARTS 10; FT 187	
32. Colorado Boulevard	Euclid Avenue	WB	Far	Shelter with Bench, Trash Can, ARTS Map	MTA 180, 181, 256, 686, 687; ARTS 10; FT 187	
33. Colorado Boulevard	Los Robles Avenue	EB	Far	2 Benches, Trash Can, MTA Map	MTA 180, 181, 256, 686, 687; Rapid Bus 780; FT 187	
34. Colorado Boulevard	Los Robles Avenue	WB	Far	Bench	MTA 180, 181, 256, 686, 687; Rapid Bus 780; ARTS 10; FT 187	
35. Colorado Boulevard	Oakland Avenue	EB	Far	Bench, Trash Can	MTA 256, 686	
36. Colorado Boulevard	Oakland Avenue	WB	Far	Bench, Trash Can	MTA 181, 256, 686; ARTS 10	
37. Colorado Boulevard	Madison Avenue	EB	Far	Shelter with Bench, Trash Can	MTA 180, 181, 256, 686	
38. Colorado Boulevard	Madison Avenue	WB	Far	Bench, Trash Can	MTA 180, 181, 256, 686; ARTS 10	
39. Green Street	Raymond Avenue	East	Near	Bench, Trash Can	ARTS 10	
40. Green Street	Arroyo Parkway	East	Near	None	ARTS 10, 40	
41. Green Street	Marengo Avenue	EB	Far	None	ARTS 10	
42. Green Street	Euclid Avenue	EB	Far	None	ARTS 10	
43. Green Street	Los Robles Avenue	EB	Far	Bench	ARTS 10	
44. Green Street	Madison Avenue	EB	Far	Bench	ARTS 10	

[1] Bus lines are operated by the following agencies:

- Pasadena Area Rapid Transit System (ARTS)
- Los Angeles County Metropolitan Transportation Authority (MTA)
- Foothill Transit (FT)
- Los Angeles Department of Transportation Commuter Express (LADOT CE)

**EXHIBIT 6
SIGNALIZED PEDESTRIAN CROSSING LOCATIONS**

No. Intersection	Leg of Intersection	Crossing Direction	Pedestrian Push Button Type	Pedestrian Indicator Type	Wheel Chair Ramps?
1. Raymond Avenue & Holly Street	North	Westbound	Large Arrow	Incandescent/Audio-Tactile	Yes
		Eastbound	Large Arrow	Incandescent/Audio-Tactile	Yes
	South	Westbound	Large Arrow	Incandescent/Audio-Tactile	Yes
		Eastbound	Large Arrow	Incandescent/Audio-Tactile	Yes
	East	Northbound	Large Arrow	Incandescent/Audio-Tactile	Yes
		Southbound	Large Arrow	Incandescent/Audio-Tactile	Yes
West	Northbound	Large Arrow	Incandescent/Audio-Tactile	Yes	
	Southbound	Large Arrow	Incandescent/Audio-Tactile	Yes	
2. Raymond Avenue & Union Street	North	Westbound	None (automatic)	Incandescent	Yes
		Eastbound	None (automatic)	Incandescent	Yes
	South	Westbound	None (automatic)	Incandescent	Yes
		Eastbound	None (automatic)	Incandescent	Yes
	East	Northbound	None (automatic)	Incandescent	Yes
		Southbound	None (automatic)	Incandescent	Yes
West	Northbound	None (automatic)	Incandescent	Yes	
	Southbound	None (automatic)	Incandescent	Yes	
3. Raymond Avenue & Colorado Boulevard Diagonal Crossing	North	Westbound	Mushroom	L.E.D.	Yes
		Eastbound	Mushroom	L.E.D.	Yes
	South	Westbound	Mushroom	L.E.D.	Yes
		Eastbound	Mushroom	L.E.D.	Yes
	East	Northbound	Mushroom	L.E.D.	Yes
		Southbound	Mushroom	L.E.D.	Yes
West	Northbound	Mushroom	L.E.D.	Yes	
	Southbound	Mushroom	L.E.D.	Yes	
4. Raymond Avenue & Green Street	North	Westbound	None (automatic)	Incandescent	Yes
		Eastbound	None (automatic)	Incandescent	Yes
	South	Westbound	None (automatic)	Incandescent	Yes
		Eastbound	None (automatic)	Incandescent	Yes
	East	Northbound	None (automatic)	Incandescent	Yes
		Southbound	None (automatic)	Incandescent	Yes
West	Northbound	None (automatic)	Incandescent	Yes	
	Southbound	None (automatic)	Incandescent	Yes	
5. Arroyo Parkway & Holly Street	North	Westbound	Large Arrow	Incandescent/Audio-Tactile	Yes
		Eastbound	Large Arrow	Incandescent/Audio-Tactile	Yes
	South	Westbound	Large Arrow	Incandescent/Audio-Tactile	Yes
		Eastbound	Large Arrow	Incandescent/Audio-Tactile	Yes
	East	Northbound	Large Arrow	Incandescent/Audio-Tactile	Yes
		Southbound	Large Arrow	Incandescent/Audio-Tactile	Yes
West	Northbound	Large Arrow	Incandescent/Audio-Tactile	Yes	
	Southbound	Large Arrow	Incandescent/Audio-Tactile	Yes	
6. Arroyo Parkway & Union Street	North	Westbound	Mushroom	Incandescent	Yes
		Eastbound	Mushroom	L.E.D.	Yes
	South	Westbound	Mushroom	L.E.D.	Yes
		Eastbound	Mushroom	Incandescent	Yes
	East	Northbound	Mushroom	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes
West	Northbound	Mushroom	Incandescent	Yes	
	Southbound	Mushroom	Incandescent	Yes	
7. Arroyo Parkway & Colorado Boulevard	North	Westbound	Mushroom	Incandescent	Yes
		Eastbound	Mushroom	Incandescent	Yes
	South	Westbound	Mushroom	Incandescent	Yes
		Eastbound	Mushroom	Incandescent	Yes
	East	Northbound	Mushroom	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes
West	Northbound	Mushroom	Incandescent	Yes	
	Southbound	Mushroom	Incandescent	Yes	
8. Arroyo Parkway & Green Street	North	Westbound	Mushroom	Incandescent	Yes
		Eastbound	Mushroom	L.E.D.	Yes
	South	Westbound	Mushroom	Incandescent	Yes
		Eastbound	Mushroom	Incandescent	Yes
	East	Northbound	Mushroom	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes
West	Northbound	Mushroom	Incandescent	Yes	
	Southbound	Mushroom	Incandescent	Yes	

**EXHIBIT 6
SIGNALIZED PEDESTRIAN CROSSING LOCATIONS**

No. Intersection	Leg of Intersection	Crossing Direction	Pedestrian Push Button Type	Pedestrian Indicator Type	Wheel Chair Ramps?
9. Arroyo Parkway & Cordova Street	North	Westbound	Mushroom	Incandescent	Yes
		Eastbound	Mushroom	Incandescent	Yes
	South	Westbound	Mushroom	Incandescent	Yes
		Eastbound	Mushroom	Incandescent	Yes
	East	Northbound	Mushroom	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes
West	Northbound	Mushroom	Incandescent	Yes	
	Southbound	Mushroom	Incandescent	Yes	
10. Marengo Avenue & Holly Street	North	Westbound	Mushroom	L.E.D.	Yes
		Eastbound	Mushroom	L.E.D.	Yes
	South	Westbound	Mushroom	L.E.D.	Yes
		Eastbound	Mushroom	L.E.D.	Yes
	East	Northbound	Mushroom	L.E.D.	Yes
		Southbound	Mushroom	L.E.D.	Yes
West	Northbound	Mushroom	L.E.D.	Yes	
	Southbound	Mushroom	L.E.D.	Yes	
11. Marengo Avenue & Union Street	North	Westbound	Mushroom	L.E.D.	Yes
		Eastbound	Mushroom	L.E.D.	Yes
	South	Westbound	Mushroom	L.E.D.	Yes
		Eastbound	Mushroom	L.E.D.	Yes
	East	Northbound	Mushroom	L.E.D.	Yes
		Southbound	Mushroom	L.E.D.	Yes
West	Northbound	Mushroom	L.E.D.	Yes	
	Southbound	Mushroom	L.E.D.	Yes	
12. Marengo Avenue & Colorado Boulevard	North	Westbound	Large Arrow	L.E.D./Audio-Tactile	Yes
		Eastbound	Large Arrow	L.E.D./Audio-Tactile	Yes
	South	Westbound	Large Arrow	L.E.D./Audio-Tactile	Yes
		Eastbound	Large Arrow	L.E.D./Audio-Tactile	Yes
	East	Northbound	Large Arrow	L.E.D./Audio-Tactile	Yes
		Southbound	Large Arrow	L.E.D./Audio-Tactile	Yes
West	Northbound	Large Arrow	L.E.D./Audio-Tactile	Yes	
	Southbound	Large Arrow	L.E.D./Audio-Tactile	Yes	
13. Marengo Avenue & Green Street	North	Westbound	Mushroom	L.E.D.	Yes
		Eastbound	Mushroom	Incandescent	Yes
	South	Westbound	Mushroom	L.E.D.	Yes
		Eastbound	Mushroom	L.E.D.	Yes
	East	Northbound	Mushroom	L.E.D.	Yes
		Southbound	Mushroom	L.E.D.	Yes
West	Northbound	Mushroom	L.E.D.	Yes	
	Southbound	Mushroom	L.E.D.	Yes	
14. Marengo Avenue & Cordova Street	North	Westbound	Mushroom	Incandescent	Yes
		Eastbound	Mushroom	Incandescent	Yes
	South	Westbound	Mushroom	Incandescent	Yes
		Eastbound	Mushroom	Incandescent	Yes
	East	Northbound	Mushroom	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes
West	Northbound	Mushroom	Incandescent	Yes	
	Southbound	Mushroom	Incandescent	Yes	
15. Garfield Avenue & Union Street	North	Westbound	Mushroom	L.E.D.	Yes
		Eastbound	Mushroom	L.E.D.	Yes
	South	Westbound	Mushroom	Incandescent	Yes
		Eastbound	Mushroom	L.E.D.	Yes
	East	Northbound	Mushroom	L.E.D.	Yes
		Southbound	Mushroom	Incandescent	Yes
West	Northbound	Mushroom	Incandescent	Yes	
	Southbound	Mushroom	Incandescent	Yes	
16. Garfield Avenue/ Colorado Boulevard	North	Westbound	None (automatic)	Incandescent	Yes
		Eastbound	None (automatic)	Incandescent	Yes
	South [1]	Westbound	N/A	N/A	No
		Eastbound	N/A	N/A	No
	East	Northbound	Mushroom	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes
West	Northbound	Mushroom	Incandescent	Yes	
	Southbound	Mushroom	Incandescent	Yes	

**EXHIBIT 6
SIGNALIZED PEDESTRIAN CROSSING LOCATIONS**

No. Intersection	Leg of Intersection	Crossing Direction	Pedestrian Push Button Type	Pedestrian Indicator Type	Wheel Chair Ramps?
17. Mid-Block (west of Euclid Av)/ Green Street	North	Westbound	Mushroom	Incandescent	Yes
		Eastbound	Mushroom	Incandescent	Yes
	South [1]	Westbound	N/A	N/A	No
		Eastbound	N/A	N/A	No
	East	Northbound	Mushroom	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes
	West	Northbound	Mushroom	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes
18. Euclid Avenue & Union Street	North	Westbound	Automatic	Incandescent	Yes
		Eastbound	Automatic	Incandescent	Yes
	South	Westbound	Automatic	Incandescent	Yes
		Eastbound	Automatic	Incandescent	Yes
	East	Northbound	Automatic	Incandescent	Yes
		Southbound	Automatic	Incandescent	Yes
	West	Northbound	Automatic	Incandescent	Yes
		Southbound	Automatic	Incandescent	Yes
19. Euclid Avenue/ Colorado Boulevard	North	Westbound	Mushroom	Incandescent	Yes
		Eastbound	Mushroom	Incandescent	Yes
	South	Westbound	Mushroom	Incandescent	Yes
		Eastbound	Mushroom	Incandescent	Yes
	East	Northbound	Mushroom	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes
	West	Northbound	Mushroom	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes
20. Euclid Avenue/ Green Street	North	Westbound	Mushroom	Incandescent	Yes
		Eastbound	Mushroom	Incandescent	Yes
	South	Westbound	Mushroom	Incandescent	Yes
		Eastbound	Mushroom	Incandescent	Yes
	East [1]	Northbound	N/A	N/A	No
		Southbound	N/A	N/A	No
	West	Northbound	Mushroom	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes
21. Euclid Avenue/ Cordova Street	North	Westbound	Mushroom	Incandescent	Yes
		Eastbound	Mushroom	Incandescent	Yes
	South	Westbound	Mushroom	Incandescent	Yes
		Eastbound	Mushroom	Incandescent	Yes
	East	Northbound	Mushroom	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes
	West	Northbound	Mushroom	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes
22. Los Robles Avenue/ Union Street	North	Westbound	Large Arrow	Incandescent/Audio-Tactile	Yes
		Eastbound	Large Arrow	Incandescent/Audio-Tactile	Yes
	South	Westbound	Large Arrow	Incandescent/Audio-Tactile	Yes
		Eastbound	Large Arrow	Incandescent/Audio-Tactile	Yes
	East	Northbound	Large Arrow	Incandescent/Audio-Tactile	Yes
		Southbound	Large Arrow	Incandescent/Audio-Tactile	Yes
	West	Northbound	Large Arrow	Incandescent/Audio-Tactile	Yes
		Southbound	Large Arrow	Incandescent/Audio-Tactile	Yes
23. Los Robles Avenue/ Colorado Boulevard	North	Westbound	Mushroom	Incandescent	Yes
		Eastbound	Mushroom	Incandescent	Yes
	South	Westbound	Small Button	Incandescent	Yes
		Eastbound	Small Button	Incandescent	Yes
	East	Northbound	Small Button	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes
	West	Northbound	Mushroom	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes
24. Los Robles Avenue/ Green Street	North	Westbound	Large Arrow	Incandescent/Audio-Tactile	Yes
		Eastbound	Large Arrow	Incandescent/Audio-Tactile	Yes
	South	Westbound	Large Arrow	Incandescent/Audio-Tactile	Yes
		Eastbound	Large Arrow	Incandescent/Audio-Tactile	Yes
	East	Northbound	Large Arrow	Incandescent/Audio-Tactile	Yes
		Southbound	Large Arrow	Incandescent/Audio-Tactile	Yes
	West	Northbound	Large Arrow	Incandescent/Audio-Tactile	Yes
		Southbound	Large Arrow	Incandescent/Audio-Tactile	Yes

**EXHIBIT 6
SIGNALIZED PEDESTRIAN CROSSING LOCATIONS**

No. Intersection	Leg of Intersection	Crossing Direction	Pedestrian Push Button Type	Pedestrian Indicator Type	Wheel Chair Ramps?
25. Los Robles Avenue/ Cordova Street	North	Westbound	Mushroom	Incandescent	Yes
		Eastbound	Mushroom	Incandescent	Yes
	South	Westbound	Mushroom	Incandescent	Yes
		Eastbound	Mushroom	Incandescent	Yes
	East	Northbound	Mushroom	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes
West	Northbound	Mushroom	Incandescent	Yes	
	Southbound	Mushroom	Incandescent	Yes	
26. Oakland Avenue/ Union Street	North [1]	Westbound	N/A	N/A	No
		Eastbound	N/A	N/A	No
	South	Westbound	Large Arrow/Vibrating	Incandescent/Audio-Tactile	Yes
		Eastbound	Large Arrow/Vibrating	Incandescent/Audio-Tactile	Yes
	East	Northbound	Large Arrow/Vibrating	Incandescent/Audio-Tactile	Yes
		Southbound	Large Arrow/Vibrating	Incandescent/Audio-Tactile	Yes
West [1]	Northbound	N/A	N/A	No	
	Southbound	N/A	N/A	No	
27. Oakland Avenue/ Colorado Boulevard	North	Westbound	None (automatic)	Incandescent	Yes
		Eastbound	None (automatic)	Incandescent	Yes
	South	Westbound	None (automatic)	Incandescent	Yes
		Eastbound	None (automatic)	Incandescent	Yes
	East	Northbound	Small Button	Incandescent	Yes
		Southbound	Small Button	Incandescent	Yes
West	Northbound	Small Button	Incandescent	Yes	
	Southbound	Mushroom	Incandescent	Yes	
28. Oakland Avenue/ Green Street	North	Westbound	None (automatic)	Incandescent	Yes
		Eastbound	None (automatic)	Incandescent	Yes
	South	Westbound	None (automatic)	Incandescent	Yes
		Eastbound	None (automatic)	Incandescent	Yes
	East	Northbound	None (automatic)	Incandescent	Yes
		Southbound	None (automatic)	Incandescent	Yes
West	Northbound	None (automatic)	Incandescent	Yes	
	Southbound	None (automatic)	Incandescent	Yes	
29. Madison Avenue & Union Street	North	Westbound	Automatic	Incandescent	Yes
		Eastbound	Automatic	Incandescent	Yes
	South	Westbound	Automatic	Incandescent	Yes
		Eastbound	Automatic	Incandescent	Yes
	East	Northbound	Automatic	Incandescent	Yes
		Southbound	Automatic	Incandescent	Yes
West	Northbound	Automatic	Incandescent	Yes	
	Southbound	Automatic	Incandescent	Yes	
30. Madison Avenue/ Colorado Boulevard	North	Westbound	None (automatic)	Incandescent	Yes
		Eastbound	None (automatic)	Incandescent	Yes
	South	Westbound	None (automatic)	Incandescent	Yes
		Eastbound	None (automatic)	Incandescent	Yes
	East	Northbound	Mushroom	Incandescent	Yes
		Southbound	Mushroom	Incandescent	Yes
West	Northbound	Small Button	Incandescent	Yes	
	Southbound	Small Button	Incandescent	Yes	
31. Madison Avenue/ Green Street	North	Westbound	None (automatic)	Incandescent	Yes
		Eastbound	None (automatic)	Incandescent	Yes
	South	Westbound	None (automatic)	Incandescent	Yes
		Eastbound	None (automatic)	Incandescent	Yes
	East	Northbound	None (automatic)	Incandescent	Yes
		Southbound	None (automatic)	Incandescent	Yes
West	Northbound	None (automatic)	Incandescent	Yes	
	Southbound	None (automatic)	Incandescent	Yes	

[1] No crosswalk on this leg of intersection.

**EXHIBIT 7
ESTIMATED PROJECT TRIP GENERATION - WITHOUT MACY'S TRIP CREDIT**

	Size	Daily	AM Peak Hour			PM Peak Hour		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed On-Site Uses								
Retail	253,803 s.f.	12,441	171	104	275	537	581	1,118
Quality Restaurant [1]	99,868 s.f.	8,983	41	40	81	501	247	748
Fast-Food Restaurant	12,197 s.f.	8,733	321	214	535	163	156	319
Health Club	24,559 s.f.	809	18	17	35	50	37	87
Cineplex	2,746 seats	4,943	8	8	16	237	158	395
Apartments	487 d.u.	3,075	48	194	242	186	100	286
Hotel	179 rooms	1,597	70	50	120	61	64	125
Accessory Retail	5,744 s.f.	230	4	3	7	11	10	21
Hotel Restaurant	2,700 s.f.	243	1	1	2	13	7	20
Overall On-Site Uses: Proposed Conditions - Total Trip Generation		41,054	682	631	1,313	1,759	1,360	3,119
Total Trip Generation - Less 10% Transit Trips		36,949	614	568	1,182	1,583	1,224	2,807
Internal Capture								
*Restaurant - Internal Capture (10%) [2]		(830)	(4)	(4)	(8)	(46)	(23)	(69)
*Fast-Food Restaurant - Internal Capture (50%)		(3,930)	(144)	(96)	(240)	(73)	(70)	(143)
Pass-By Trips								
**Retail - Pass-By (10%) Trips [3]		(1,140)	(13)	(12)	(25)	(52)	(51)	(103)
**Restaurant - Pass-By (10%) Trips [2]		(747)	(4)	(3)	(7)	(31)	(31)	(62)
**Fast-Food Restaurant - Pass-By (10%) Trips		(393)	(12)	(12)	(24)	(7)	(7)	(14)
A) Overall On-Site Trips: Proposed Conditions		29,909	437	441	878	1,374	1,042	2,416
Existing On-Site Uses								
Retail	377,526 s.f.	16,105	218	133	351	700	759	1,459
Supermarket	38,118 s.f.	3,897	81	49	130	194	187	381
Quality Restaurant [1]	74,323 s.f.	6,685	30	30	60	373	184	557
Fast-Food Restaurant	13,127 s.f.	9,399	346	230	576	175	168	343
Health Club	24,559 s.f.	809	18	17	35	50	37	87
Cineplex	2,746 seats	4,943	8	8	16	237	158	395
Apartments	387 d.u.	2,469	39	154	193	150	81	231
Removal of Department Store [4]								
Retail	(151,570) s.f.	(6,466)	(87)	(54)	(141)	(281)	(305)	(586)
Overall On-Site Uses: Existing Conditions - Total Trip Generation		37,841	653	567	1,220	1,598	1,269	2,867
Total Trip Generation - Less 10% Transit Trips		34,057	588	510	1,098	1,438	1,142	2,580
Internal Capture								
*Restaurant - Internal Capture (10%) [1]		(602)	(3)	(3)	(6)	(34)	(17)	(51)
*Fast-Food Restaurant - Internal Capture (50%)		(4,230)	(156)	(104)	(260)	(79)	(76)	(155)
Pass-By Trips								
*Retail - Pass-By (10%) Trips		(868)	(10)	(9)	(19)	(40)	(39)	(79)
*Supermarket - Pass-By (10%) Trips		(351)	(6)	(6)	(12)	(17)	(17)	(34)
**Restaurant - Pass-By (10%) Trips [1]		(541)	(3)	(2)	(5)	(23)	(22)	(45)
**Fast-Food Restaurant - Pass-By (10%) Trips		(423)	(13)	(13)	(26)	(8)	(7)	(15)
B) Overall On-Site Trips: Existing Conditions		27,042	397	373	770	1,237	964	2,201
Trip Generation Summary								
A) Overall On-Site Trips: Proposed Conditions		29,909	437	441	878	1,374	1,042	2,416
B) Overall On-Site Trips: Existing Conditions		27,042	397	373	770	1,237	964	2,201
Net Proposed Project Total Trip Generation (A-B)		2,867	40	68	108	137	78	215

* Trips determined after reduction of transit trips.
 ** Trips determined after reduction of transit trips and internal capture.

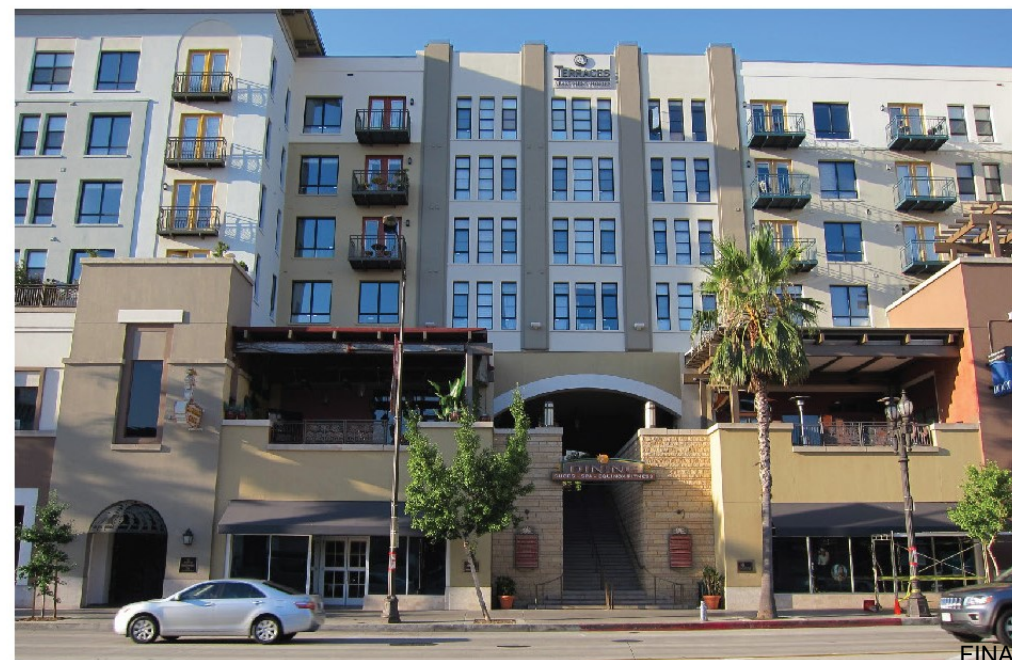
- [1] Includes 2,020 s.f. of cineplex restaurant use.
 [2] Includes hotel restaurant and cineplex restaurant components.
 [3] Includes hotel retail component.
 [4] Trip generation estimates for department store calculated using effective trip generation rate of overall existing retail.

APPENDIX B

**Photographs of the Project Site
Intersection Lane Configurations**

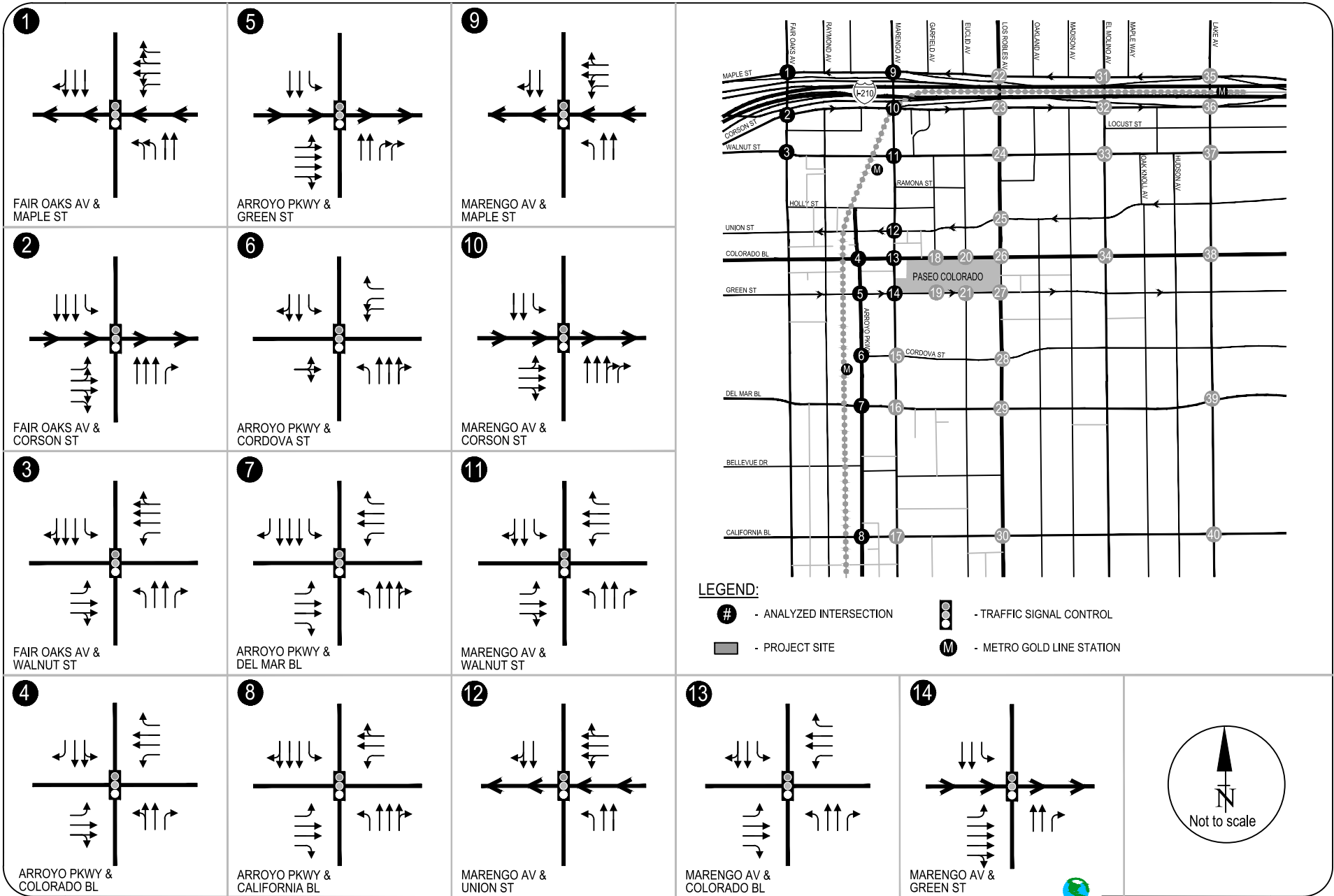




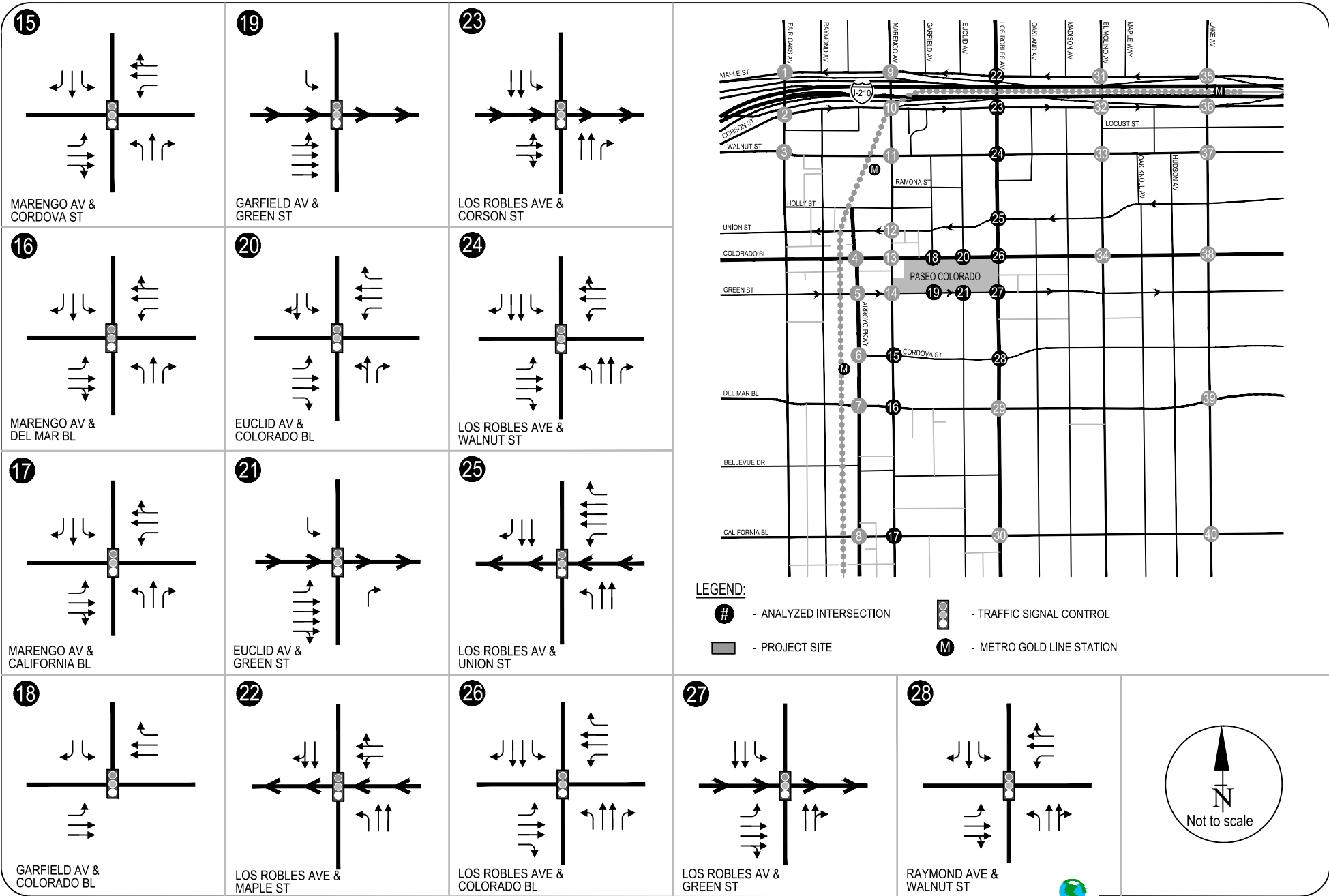




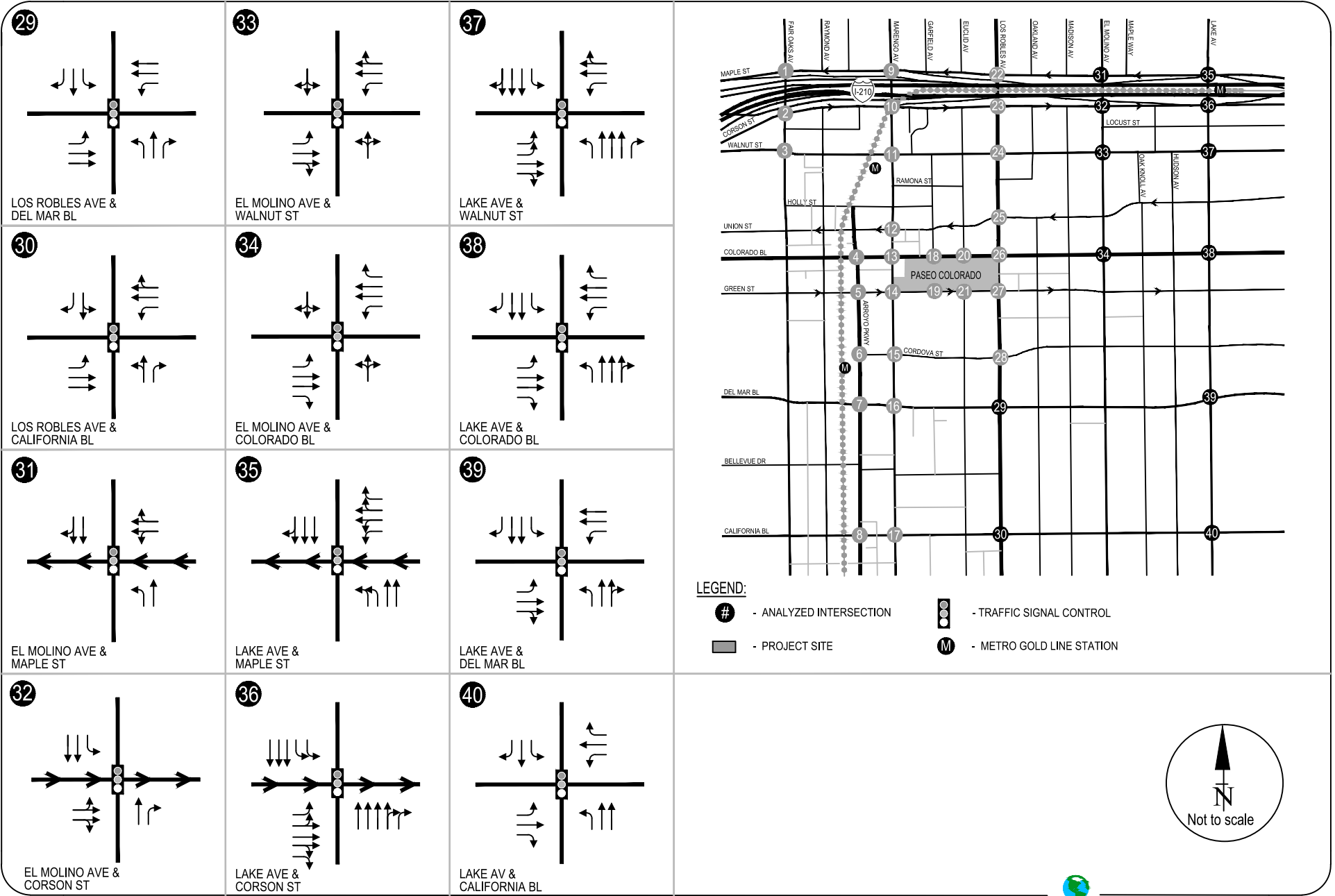




APPENDIX B1
EXISTING (2013) LANE CONFIGURATIONS - INTERSECTIONS 1-14



APPENDIX B1
 EXISTING (2013) CONDITIONS - PEAK HOUR TRAFFIC VOLUMES, INTERSECTIONS 15-28



APPENDIX B1
 EXISTING (2013) CONDITIONS - PEAK HOUR TRAFFIC VOLUMES, INTERSECTIONS 29-40

APPENDIX C

Traffic Counts

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	5/21/13	TUESDAY
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LOCATION: PASADENA
 NORTH & SOUTH: FAIR OAKS
 EAST & WEST: Maple Street

PROJECT #: SC0183
 LOCATION #: 16
 CONTROL: SIGNAL

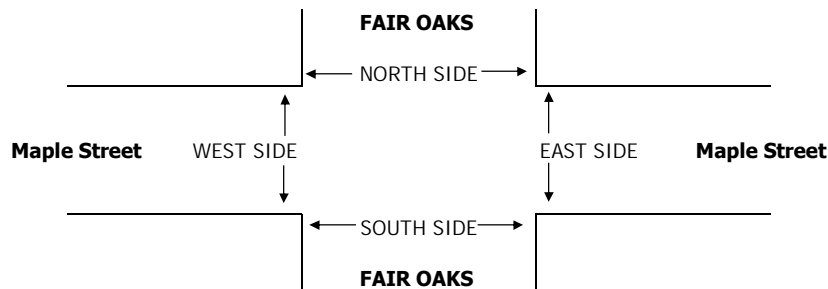
NOTES:					AM		▲	
					PM		N	
					MD	◀	W	E ▶
					OTHER		S	
					OTHER		▼	

LANES:	NORTHBOUND FAIR OAKS			SOUTHBOUND FAIR OAKS			EASTBOUND Maple Street			WESTBOUND Maple Street			TOTAL
	NL 1	NT 3	NR X	SL X	ST 3	SR 1	EL X	ET X	ER X	WL 1	WT 2	WR 1	

U-TURNS				
NB	SB	EB	WB	TTL
X	X	X	X	

TIME	NORTHBOUND FAIR OAKS			SOUTHBOUND FAIR OAKS			EASTBOUND Maple Street			WESTBOUND Maple Street			TOTAL
	NL 1	NT 3	NR X	SL X	ST 3	SR 1	EL X	ET X	ER X	WL 1	WT 2	WR 1	
7:00 AM	61	35	0	0	158	70	0	0	0	52	91	48	515
7:15 AM	55	67	0	0	181	104	0	0	0	64	115	43	629
7:30 AM	79	67	0	0	247	100	0	0	0	42	92	69	696
7:45 AM	81	86	0	0	306	118	0	0	0	64	120	52	827
8:00 AM	68	88	0	0	288	106	0	0	0	63	125	51	789
8:15 AM	63	82	0	0	283	99	0	0	0	57	103	38	725
8:30 AM	62	91	0	0	287	97	0	0	0	50	115	49	751
8:45 AM	45	91	0	0	258	57	0	0	0	43	96	43	633
VOLUMES	514	607	0	0	2,008	751	0	0	0	435	857	393	5,565
APPROACH %	46%	54%	0%	0%	73%	27%	0%	0%	0%	26%	51%	23%	
APP/DEPART	1,121	/	1,000	2,759	/	2,443	0	/	0	1,685	/	2,122	0
BEGIN PEAK HR	7:45 AM												
VOLUMES	274	347	0	0	1,164	420	0	0	0	234	463	190	3,092
APPROACH %	44%	56%	0%	0%	73%	27%	0%	0%	0%	26%	52%	21%	
PEAK HR FACTOR	0.930			0.934			0.000			0.928			0.935
APP/DEPART	621	/	537	1,584	/	1,398	0	/	0	887	/	1,157	0
4:00 PM	99	177	0	0	153	72	0	0	0	33	98	21	653
4:15 PM	101	198	0	0	156	69	0	0	0	38	97	41	700
4:30 PM	122	178	0	0	139	74	0	0	0	50	123	48	734
4:45 PM	93	229	0	0	163	61	0	0	0	43	124	47	760
5:00 PM	120	227	0	0	144	112	0	0	0	51	162	48	864
5:15 PM	120	231	0	0	169	97	0	0	0	60	151	56	884
5:30 PM	104	237	0	0	164	104	0	0	0	47	156	56	868
5:45 PM	66	204	0	0	199	77	0	0	0	48	144	48	786
VOLUMES	825	1,681	0	0	1,287	666	0	0	0	370	1,055	365	6,249
APPROACH %	33%	67%	0%	0%	66%	34%	0%	0%	0%	21%	59%	20%	
APP/DEPART	2,506	/	2,046	1,953	/	1,657	0	/	0	1,790	/	2,546	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	410	899	0	0	676	390	0	0	0	206	613	208	3,402
APPROACH %	31%	69%	0%	0%	63%	37%	0%	0%	0%	20%	60%	20%	
PEAK HR FACTOR	0.932			0.966			0.000			0.962			0.962
APP/DEPART	1,309	/	1,107	1,066	/	882	0	/	0	1,027	/	1,413	0

NB	SB	EB	WB	TTL
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
0	0	0	0	0



TIME	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	5	1	0	2	8
7:15 AM	6	4	0	3	13
7:30 AM	6	7	0	2	15
7:45 AM	6	0	0	2	8
8:00 AM	6	1	1	3	11
8:15 AM	0	3	0	0	3
8:30 AM	5	2	0	2	9
8:45 AM	6	2	0	4	12
TOTAL	40	20	1	18	79
4:00 PM	6	3	0	2	11
4:15 PM	18	1	0	2	21
4:30 PM	14	5	0	1	20
4:45 PM	9	3	0	2	14
5:00 PM	7	1	0	2	10
5:15 PM	7	2	0	2	11
5:30 PM	8	7	0	2	17
5:45 PM	10	2	0	2	14
TOTAL	79	24	0	15	118

TIME	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	3	0	0	1	4
7:15 AM	6	3	0	3	12
7:30 AM	6	6	0	1	13
7:45 AM	5	0	0	1	6
8:00 AM	4	1	1	2	8
8:15 AM	0	2	0	0	2
8:30 AM	5	2	0	1	8
8:45 AM	5	2	0	4	11
TOTAL	34	16	1	13	64
4:00 PM	6	3	0	2	11
4:15 PM	16	1	0	2	19
4:30 PM	9	4	0	0	13
4:45 PM	7	2	0	2	11
5:00 PM	4	0	0	1	5
5:15 PM	7	2	0	2	11
5:30 PM	6	5	0	2	13
5:45 PM	7	1	0	1	9
TOTAL	62	18	0	12	92

TIME	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
7:00 AM	2	1	0	1	4
7:15 AM	0	1	0	0	1
7:30 AM	0	1	0	1	2
7:45 AM	1	0	0	1	2
8:00 AM	2	0	0	1	3
8:15 AM	0	1	0	0	1
8:30 AM	0	0	0	1	1
8:45 AM	1	0	0	0	1
TOTAL	6	4	0	5	15
4:00 PM	0	0	0	0	0
4:15 PM	2	0	0	0	2
4:30 PM	5	1	0	1	7
4:45 PM	2	1	0	0	3
5:00 PM	3	1	0	1	5
5:15 PM	0	0	0	0	0
5:30 PM	2	2	0	0	4
5:45 PM	3	1	0	1	5
TOTAL	22	6	0	3	31

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:
5/21/13
TUESDAY

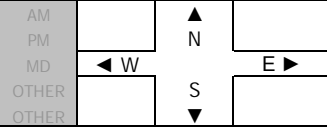
LOCATION:
NORTH & SOUTH:
EAST & WEST:

PASADENA
FAIR OAKS
CORSON

PROJECT #:
LOCATION #:
CONTROL:

SC0183
17
SIGNAL

NOTES:

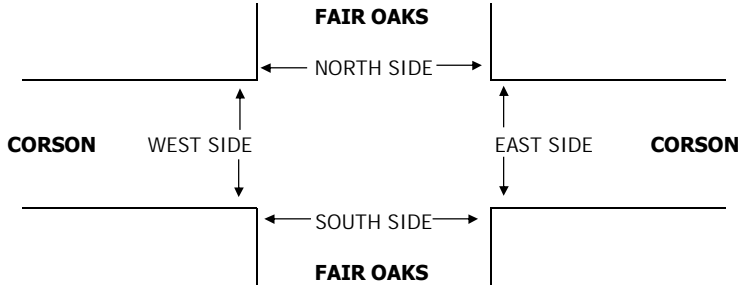


LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	FAIR OAKS			FAIR OAKS			CORSON			CORSON			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
	X	3	1	1	3	X	1	2	1	X	X	X		
AM	7:00 AM		64	11	33	178		32	77	45				440
	7:15 AM		83	15	42	210		38	86	64				538
	7:30 AM		104	15	55	241		39	126	69				649
	7:45 AM		116	16	74	291		47	184	96				824
	8:00 AM		98	27	65	292		63	189	97				831
	8:15 AM		102	24	61	276		46	194	74				777
	8:30 AM		103	25	64	272		45	187	75				771
	8:45 AM		95	40	57	238		39	204	82				755
	VOLUMES	0	765	173	451	1,998	0	349	1,247	602	0	0	0	5,585
	APPROACH %	0%	82%	18%	18%	82%	0%	16%	57%	27%	0%	0%	0%	
	APP/DEPART	938	/	1,114	2,449	/	2,600	2,198	/	1,871	0	/	0	0
	BEGIN PEAK HR	7:45 AM												
VOLUMES	0	419	92	264	1,131	0	201	754	342	0	0	0	3,203	
APPROACH %	0%	82%	18%	19%	81%	0%	15%	58%	26%	0%	0%	0%		
PEAK HR FACTOR	0.968			0.955			0.929			0.000			0.964	
APP/DEPART	511	/	620	1,395	/	1,473	1,297	/	1,110	0	/	0	0	
PM	4:00 PM		190	53	35	151		79	157	52				717
	4:15 PM		209	68	37	150		90	167	48				769
	4:30 PM		240	66	36	155		63	178	49				787
	4:45 PM		225	71	44	163		102	166	57				828
	5:00 PM		242	62	39	154		99	184	75				855
	5:15 PM		254	62	55	171		91	162	58				853
	5:30 PM		265	61	48	158		70	214	36				852
	5:45 PM		204	43	51	192		69	192	68				819
	VOLUMES	0	1,829	486	345	1,294	0	663	1,420	443	0	0	0	6,480
	APPROACH %	0%	79%	21%	21%	79%	0%	26%	56%	18%	0%	0%	0%	
	APP/DEPART	2,315	/	2,492	1,639	/	1,737	2,526	/	2,251	0	/	0	0
	BEGIN PEAK HR	4:45 PM												
VOLUMES	0	986	256	186	646	0	362	726	226	0	0	0	3,388	
APPROACH %	0%	79%	21%	22%	78%	0%	28%	55%	17%	0%	0%	0%		
PEAK HR FACTOR	0.952			0.920			0.918			0.000			0.991	
APP/DEPART	1,242	/	1,348	832	/	872	1,314	/	1,168	0	/	0	0	

NB	SB	EB	WB	TTL
X	X	X	X	
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
0	0	0	0	0



	AM	PM

PEDESTRIAN + BIKE CROSSINGS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
5	1	0	2	8	
6	4	0	3	13	
6	7	0	2	15	
6	0	0	2	8	
6	1	1	3	11	
0	3	0	0	3	
5	2	0	2	9	
6	2	0	4	12	
40	20	1	18	79	
6	3	0	2	11	
18	1	0	2	21	
14	5	0	1	20	
9	3	0	2	14	
7	1	0	2	10	
7	2	0	2	11	
8	7	0	2	17	
10	2	0	2	14	
79	24	0	15	118	

PEDESTRIAN CROSSINGS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
3	0	0	1	4	
6	3	0	3	12	
6	6	0	1	13	
5	0	0	1	6	
4	1	1	2	8	
0	2	0	0	2	
5	2	0	1	8	
5	2	0	4	11	
34	16	1	13	64	
6	3	0	2	11	
16	1	0	2	19	
9	4	0	0	13	
7	2	0	2	11	
4	0	0	1	5	
7	2	0	2	11	
6	5	0	2	13	
7	1	0	1	9	
62	18	0	12	92	

BICYCLE CROSSINGS					
NS	SS	ES	WS	TOTAL	
2	1	0	1	4	
0	1	0	0	1	
0	1	0	1	2	
1	0	0	1	2	
2	0	0	1	3	
0	1	0	0	1	
0	0	0	1	1	
1	0	0	0	1	
6	4	0	5	15	
0	0	0	0	0	
2	0	0	0	2	
5	1	0	1	7	
2	1	0	0	3	
3	1	0	1	5	
0	0	0	0	0	
2	2	0	0	4	
3	1	0	1	5	

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE: 5/21/13 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	PASADENA FAIR OAKS WALNUT	PROJECT #: LOCATION #: CONTROL:	SC0183 18 SIGNAL
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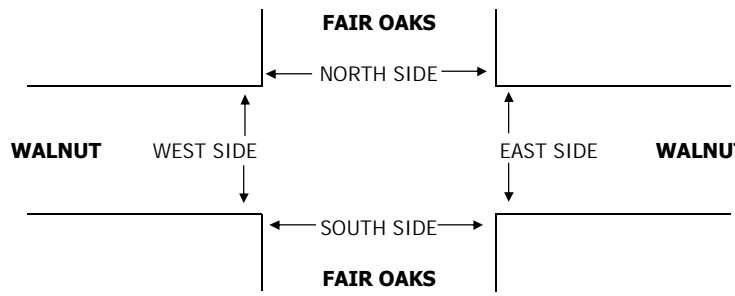
NOTES:	AM PM MD OTHER OTHER	◀ W	▲ N ▼ S	E ▶
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	FAIR OAKS			FAIR OAKS			WALNUT			WALNUT			
	NL 1	NT 2	NR 0	SL 1	ST 3	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	

U-TURNS				
NB X	SB X	EB X	WB X	TTL

AM	7:00 AM	9	69	9	32	162	28	3	81	20	11	47	16	487
	7:15 AM	16	77	15	41	202	30	8	105	27	28	54	23	626
	7:30 AM	9	85	20	45	245	22	13	106	16	21	71	63	716
	7:45 AM	11	100	28	67	290	26	12	141	12	19	81	50	837
	8:00 AM	14	68	19	72	275	41	17	173	22	25	68	31	825
	8:15 AM	13	85	26	71	263	17	11	143	28	27	59	29	772
	8:30 AM	10	77	17	66	260	21	6	155	23	21	67	23	746
	8:45 AM	12	73	21	67	237	17	10	137	33	24	66	15	712
	VOLUMES	94	634	155	461	1,934	202	80	1,041	181	176	513	250	
APPROACH %	11%	72%	18%	18%	74%	8%	6%	80%	14%	19%	55%	27%		
APP/DEPART	883	/	964	2,597	/	2,291	1,302	/	1,657	939	/	809		0
BEGIN PEAK HR	7:45 AM													
VOLUMES	48	330	90	276	1,088	105	46	612	85	92	275	133		3,180
APPROACH %	10%	71%	19%	19%	74%	7%	6%	82%	11%	18%	55%	27%		
PEAK HR FACTOR	0.842													
APP/DEPART	468	/	509	1,469	/	1,265	743	/	978	500	/	428		0
PM	4:00 PM	21	180	43	43	159	9	25	137	12	18	133	54	834
	4:15 PM	20	173	36	51	146	14	34	120	18	19	134	49	814
	4:30 PM	35	196	39	42	134	15	39	121	18	12	167	53	871
	4:45 PM	20	183	21	49	151	11	32	156	13	19	156	49	860
	5:00 PM	32	181	20	54	157	9	38	129	17	22	218	70	947
	5:15 PM	36	239	24	53	156	16	22	109	14	23	186	56	934
	5:30 PM	23	223	34	48	141	21	13	127	19	23	160	69	901
	5:45 PM	24	181	26	52	193	14	22	93	15	10	192	49	871
	VOLUMES	211	1,556	243	392	1,237	109	225	992	126	146	1,346	449	
APPROACH %	10%	77%	12%	23%	71%	6%	17%	74%	9%	8%	69%	23%		
APP/DEPART	2,010	/	2,230	1,738	/	1,509	1,343	/	1,627	1,941	/	1,666		0
BEGIN PEAK HR	5:00 PM													
VOLUMES	115	824	104	207	647	60	95	458	65	78	756	244		3,653
APPROACH %	11%	79%	10%	23%	71%	7%	15%	74%	11%	7%	70%	23%		
PEAK HR FACTOR	0.872													
APP/DEPART	1,043	/	1,163	914	/	790	618	/	769	1,078	/	931		0

0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0



AM	7:00 AM	2	0	3	6	11
	7:15 AM	6	1	7	7	21
	7:30 AM	3	4	6	6	19
	7:45 AM	3	5	1	11	20
	8:00 AM	0	3	0	5	8
	8:15 AM	5	4	5	3	17
	8:30 AM	4	5	5	11	25
	8:45 AM	7	4	6	8	25
	TOTAL	30	26	33	57	146
PM	4:00 PM	3	1	0	6	10
	4:15 PM	6	1	4	11	22
	4:30 PM	11	2	0	10	23
	4:45 PM	5	0	0	16	21
	5:00 PM	3	5	3	10	21
	5:15 PM	7	6	1	16	30
	5:30 PM	8	14	3	16	41
	5:45 PM	4	7	2	13	26
	TOTAL	47	36	13	98	194

PEDESTRIAN + BIKE CROSSINGS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
2	0	3	6	11	
6	1	7	7	21	
3	4	6	6	19	
3	5	1	11	20	
0	3	0	5	8	
5	4	5	3	17	
4	5	5	11	25	
7	4	6	8	25	
30	26	33	57	146	
3	1	0	6	10	
6	1	4	11	22	
11	2	0	10	23	
5	0	0	16	21	
3	5	3	10	21	
7	6	1	16	30	
8	14	3	16	41	
4	7	2	13	26	
47	36	13	98	194	

PEDESTRIAN CROSSINGS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
2	0	3	4	9	
6	1	5	4	16	
3	4	6	5	18	
3	5	1	6	15	
0	3	0	5	8	
4	4	5	3	16	
4	4	5	8	21	
6	3	6	4	19	
28	24	31	39	122	
3	1	0	4	8	
3	1	4	10	18	
9	2	0	5	16	
3	0	0	6	9	
2	5	3	8	18	
6	6	1	15	28	
5	14	3	14	36	
3	7	2	12	24	
34	36	13	74	157	

BICYCLE CROSSINGS					
NS	SS	ES	WS	TOTAL	
0	0	0	2	2	
0	0	2	3	5	
0	0	0	1	1	
0	0	0	5	5	
0	0	0	0	0	
1	0	0	0	1	
0	1	0	3	4	
1	1	0	4	6	
2	2	2	18	24	
0	0	0	2	2	
3	0	0	1	4	
2	0	0	5	7	
2	0	0	10	12	
1	0	0	2	3	
1	0	0	1	2	
3	0	0	2	5	
1	0	0	1	2	

INTERSECTION TURNING MOVEMENT COUNTS

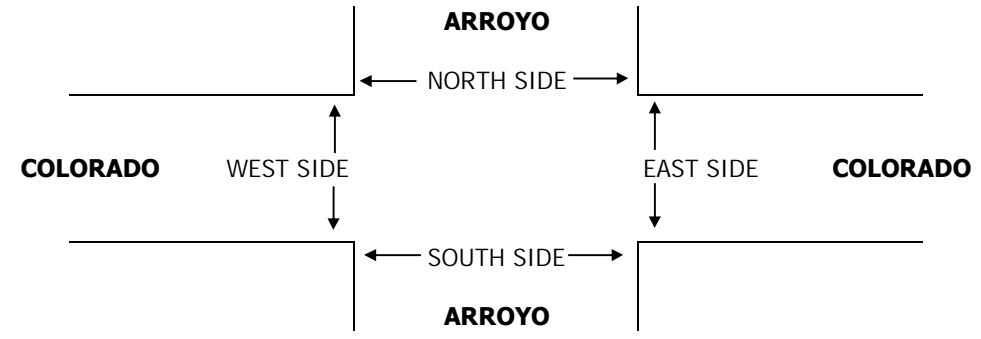
PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE: 5/16/13 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	PASADENA ARROYO COLORADO	PROJECT #: LOCATION #: CONTROL:	SC0183 1 SIGNAL
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NOTES:	AM		▲ N	
	PM			
	MD	◀ W	S	E ▶
	OTHER			
	OTHER		▼	

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

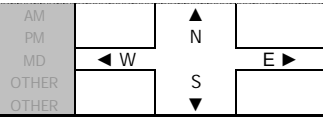
AM	7:00 AM	17	23	32	2	36	4	0	45	3	37	57	2	258
	7:15 AM	18	22	46	0	21	3	7	53	3	23	83	6	285
	7:30 AM	32	36	49	0	36	1	5	62	7	41	87	9	365
	7:45 AM	22	40	54	2	37	1	6	59	20	56	88	3	388
	8:00 AM	17	45	47	1	34	3	6	84	13	33	82	12	377
	8:15 AM	25	37	42	1	44	3	7	78	8	47	84	4	380
	8:30 AM	26	33	41	1	46	1	5	72	6	42	71	6	350
	8:45 AM	22	32	39	0	38	2	6	82	8	39	62	5	335
	VOLUMES	179	268	350	7	292	18	42	535	68	318	614	47	2,738
	APPROACH %	22%	34%	44%	2%	92%	6%	7%	83%	11%	32%	63%	5%	
APP/DEPART	797	/	357	317	/	678	645	/	892	979	/	811	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	96	158	192	4	151	8	24	283	48	177	341	28	1,510	
APPROACH %	22%	35%	43%	2%	93%	5%	7%	80%	14%	32%	62%	5%		
PEAK HR FACTOR	0.953			0.849			0.862			0.929			0.973	
APP/DEPART	446	/	210	163	/	376	355	/	479	546	/	445	0	
PM	4:00 PM	30	59	57	2	59	7	6	125	18	48	119	3	533
	4:15 PM	20	50	59	3	43	8	4	128	13	53	133	13	527
	4:30 PM	36	50	48	5	57	10	6	156	13	64	137	5	587
	4:45 PM	34	56	41	1	56	7	7	117	16	53	135	12	535
	5:00 PM	36	70	61	9	64	11	5	119	21	66	151	12	625
	5:15 PM	36	66	46	4	74	8	4	153	13	79	178	10	671
	5:30 PM	33	62	50	2	71	14	7	150	16	76	147	17	645
	5:45 PM	50	61	42	8	52	5	3	120	12	58	138	4	553
	VOLUMES	275	474	404	34	476	70	42	1,068	122	497	1,138	76	4,676
	APPROACH %	24%	41%	35%	6%	82%	12%	3%	87%	10%	29%	67%	4%	
APP/DEPART	1,153	/	592	580	/	1,095	1,232	/	1,506	1,711	/	1,483	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	155	259	199	23	261	38	19	542	62	279	614	43	2,494	
APPROACH %	25%	42%	32%	7%	81%	12%	3%	87%	10%	30%	66%	5%		
PEAK HR FACTOR	0.918			0.925			0.900			0.876			0.929	
APP/DEPART	613	/	321	322	/	602	623	/	764	936	/	807	0	



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES pacific@aimtd.com tel: 951 249 3226

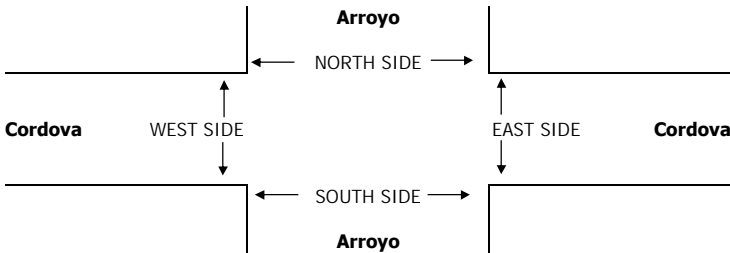
Thu 16/May 13	LOCATION:	PASADENA	PROJECT #:	SC0183
	NORTH & SOUTH:	Arroyo	LOCATION #:	3
	EAST & WEST:	Cordova	CONTROL:	SIGNAL
NOTES:				



LANES:	NORTHBOUND Arroyo			SOUTHBOUND Arroyo			EASTBOUND Cordova			WESTBOUND Cordova			TOTAL
	NL 1	NT 3	NR 0	SL 1	ST 2	SR 0	EL 0	ET 0	ER 0	WL 1.5	WT x	WR 0.5	
7:00 AM	0	96	25	1	66	0	0	0	0	49	0	9	246
7:15 AM	0	121	36	2	49	0	0	0	1	60	0	9	278
7:30 AM	0	136	29	2	62	0	0	0	0	69	0	20	318
7:45 AM	0	207	28	4	99	0	0	0	0	78	0	26	442
8:00 AM	0	166	35	5	69	0	0	0	0	76	1	26	378
8:15 AM	0	171	21	7	71	0	0	0	0	91	0	30	391
8:30 AM	0	156	32	4	79	0	0	0	0	57	0	26	354
8:45 AM	1	202	36	3	74	1	0	0	3	70	0	33	423
VOLUMES	1	1,255	242	28	569	1	0	0	4	550	1	179	2,830
APPROACH %	0%	84%	16%	5%	95%	0%	0%	0%	100%	75%	0%	25%	
APP/DEPART	1,498	/	1,434	598	/	1,123	4	/	270	730	/	3	0
BEGIN PEAK HR	7:45 AM												
VOLUMES	0	700	116	20	318	0	0	0	0	302	1	108	1,565
APPROACH %	0%	86%	14%	6%	94%	0%	0%	0%	0%	73%	0%	26%	
PEAK HR FACTOR		0.854			0.820			0.000			0.849		0.885
APP/DEPART	816	/	808	338	/	620	0	/	136	411	/	1	0
4:00 PM	0	137	15	5	124	0	0	0	1	110	0	26	418
4:15 PM	1	139	23	5	97	0	0	1	0	112	1	27	406
4:30 PM	1	144	24	5	122	0	0	1	2	154	0	31	484
4:45 PM	0	165	24	5	126	0	0	0	0	115	0	32	467
5:00 PM	0	153	29	8	121	0	0	0	0	174	0	28	513
5:15 PM	1	146	31	6	158	0	0	0	0	161	1	29	533
5:30 PM	0	137	30	11	152	3	0	0	2	146	0	28	509
5:45 PM	0	138	26	4	150	0	0	0	1	133	0	30	482
VOLUMES	3	1,159	202	49	1,050	3	0	2	6	1,105	2	231	3,812
APPROACH %	0%	85%	15%	4%	95%	0%	0%	25%	75%	83%	0%	17%	
APP/DEPART	1,364	/	1,390	1,102	/	2,161	8	/	253	1,338	/	8	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	1	574	116	29	581	3	0	0	3	614	1	115	2,037
APPROACH %	0%	83%	17%	5%	95%	0%	0%	0%	100%	84%	0%	16%	
PEAK HR FACTOR		0.949			0.934			#DIV/0!			0.903		0.955
APP/DEPART	691	/	689	613	/	1,198	3	/	145	730	/	5	0

U-TURNS				
NB	SB	EB	WB	TTL
X	X	X	X	
0	0	0	0	0

				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0



AM	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
TOTAL	
PM	4:00 PM
	4:15 PM
	4:30 PM
	4:45 PM
	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
TOTAL	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
3	2	3	1	9
2	5	2	1	10
10	10	3	0	23
8	5	3	0	16
5	3	5	0	13
1	10	1	0	12
0	0	0	0	0
2	6	9	0	17
31	41	26	2	100
2	5	6	0	13
1	12	3	1	17
3	4	5	0	12
21	9	1	1	32
3	11	4	3	21
3	5	1	0	9
7	4	6	0	17
4	7	4	3	18
44	57	30	8	139

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
3	2	1	1	7
2	5	2	0	9
10	10	3	0	23
8	5	3	0	16
5	3	5	0	13
1	8	1	0	10
0	0	0	0	0
2	5	8	0	15
31	38	23	1	93
2	5	6	0	13
1	12	3	0	16
3	4	5	0	12
21	9	1	0	31
2	11	3	0	16
3	5	1	0	9
5	4	6	0	15
4	7	3	0	14
41	57	28	0	126

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	2	0	2
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	2	0	0	2
0	0	0	0	0
0	1	1	0	2
0	3	3	1	7
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	1	1
1	0	1	3	5
0	0	0	0	0
2	0	0	0	2
0	0	1	3	4
3	0	2	8	13

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:
5/21/13
TUESDAY

LOCATION:
NORTH & SOUTH: PASADENA
EAST & WEST: ARROYO
DEL MAR

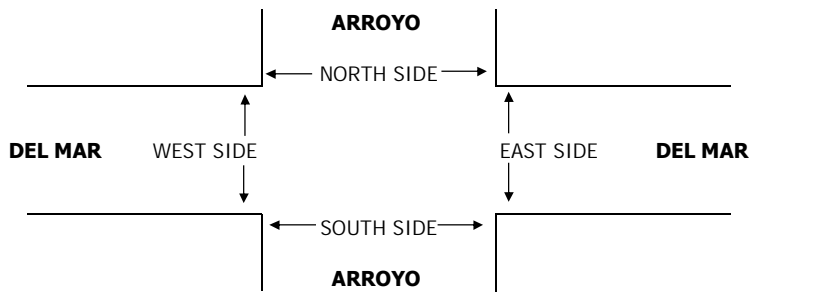
PROJECT #: SC0183
LOCATION #: 22
CONTROL: SIGNAL



LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS				
	ARROYO			ARROYO			DEL MAR			DEL MAR				NB	SB	EB	WB	TTL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		X	X	X	X	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	6	110	30	3	114	28	3	37	15	66	90	2	504
7:15 AM	11	141	47	9	111	29	6	49	16	38	110	4	571
7:30 AM	13	178	46	7	109	31	7	55	14	49	127	5	641
7:45 AM	23	203	50	26	138	43	6	123	34	53	150	3	852
8:00 AM	23	182	39	21	144	40	17	95	15	47	168	4	795
8:15 AM	19	176	42	7	120	27	7	105	19	48	158	7	735
8:30 AM	20	187	43	13	103	33	11	68	19	49	135	6	687
8:45 AM	28	232	46	11	106	37	14	115	29	35	124	8	785
VOLUMES	143	1,409	343	97	945	268	71	647	161	385	1,062	39	5,570
APPROACH %	8%	74%	18%	7%	72%	20%	8%	74%	18%	26%	71%	3%	
APP/DEPART	1,895	/	1,519	1,310	/	1,491	879	/	1,087	1,486	/	1,473	0
BEGIN PEAK HR	7:45 AM												
VOLUMES	85	748	174	67	505	143	41	391	87	197	611	20	3,069
APPROACH %	8%	74%	17%	9%	71%	20%	8%	75%	17%	24%	74%	2%	
PEAK HR FACTOR	0.912			0.864			0.796			0.945			0.901
APP/DEPART	1,007	/	809	715	/	789	519	/	632	828	/	839	0
4:00 PM	25	140	62	7	170	38	12	138	38	35	112	3	780
4:15 PM	29	122	40	11	160	59	8	148	36	53	139	7	812
4:30 PM	34	169	60	10	222	58	11	138	31	48	118	6	905
4:45 PM	24	143	57	10	182	56	18	139	38	41	121	6	835
5:00 PM	36	179	68	17	248	70	23	149	34	44	143	9	1,020
5:15 PM	30	193	51	11	222	51	7	128	30	67	134	12	936
5:30 PM	34	169	58	9	253	71	11	148	25	45	129	5	957
5:45 PM	25	148	49	15	208	48	6	134	32	63	112	7	847
VOLUMES	237	1,263	445	90	1,665	451	96	1,122	264	396	1,008	55	7,092
APPROACH %	12%	65%	23%	4%	75%	20%	6%	76%	18%	27%	69%	4%	
APP/DEPART	1,945	/	1,414	2,206	/	2,325	1,482	/	1,657	1,459	/	1,696	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	125	689	226	52	931	240	47	559	121	219	518	33	3,760
APPROACH %	12%	66%	22%	4%	76%	20%	6%	77%	17%	28%	67%	4%	
PEAK HR FACTOR	0.919			0.913			0.882			0.904			0.922
APP/DEPART	1,040	/	769	1,223	/	1,271	727	/	837	770	/	883	0

					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
0	0	0	0		0



	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	10	5	6	5	26
7:15 AM	14	4	0	1	19
7:30 AM	14	4	0	1	19
7:45 AM	12	4	5	5	26
8:00 AM	19	1	6	1	27
8:15 AM	16	2	6	0	24
8:30 AM	7	5	1	2	15
8:45 AM	11	5	1	5	22
TOTAL	103	30	25	20	178
4:00 PM	12	1	4	15	32
4:15 PM	14	5	8	5	32
4:30 PM	6	9	5	19	39
4:45 PM	13	10	3	12	38
5:00 PM	6	10	6	11	33
5:15 PM	18	1	3	19	41
5:30 PM	21	2	1	14	38
5:45 PM	13	7	4	11	35
TOTAL	103	45	34	106	288

	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	10	5	6	5	26
7:15 AM	13	4	0	1	18
7:30 AM	13	4	0	1	18
7:45 AM	11	4	5	5	25
8:00 AM	16	1	6	1	24
8:15 AM	16	2	6	0	24
8:30 AM	6	3	1	2	12
8:45 AM	10	3	1	4	18
TOTAL	95	26	25	19	165
4:00 PM	9	1	4	10	24
4:15 PM	12	5	7	5	29
4:30 PM	4	9	4	18	35
4:45 PM	12	8	2	11	33
5:00 PM	6	9	6	11	32
5:15 PM	17	1	2	19	39
5:30 PM	18	2	0	14	34
5:45 PM	11	7	4	11	33
TOTAL	89	42	29	99	259

	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	1	0	0	0	1
7:30 AM	1	0	0	0	1
7:45 AM	1	0	0	0	1
8:00 AM	3	0	0	0	3
8:15 AM	0	0	0	0	0
8:30 AM	1	2	0	0	3
8:45 AM	1	2	0	1	4
TOTAL	8	4	0	1	13
4:00 PM	3	0	0	5	8
4:15 PM	2	0	1	0	3
4:30 PM	2	0	1	1	4
4:45 PM	1	2	1	1	5
5:00 PM	0	1	0	0	1
5:15 PM	1	0	1	0	2
5:30 PM	3	0	1	0	4
5:45 PM	2	0	0	0	2
TOTAL	20	3	4	8	35

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

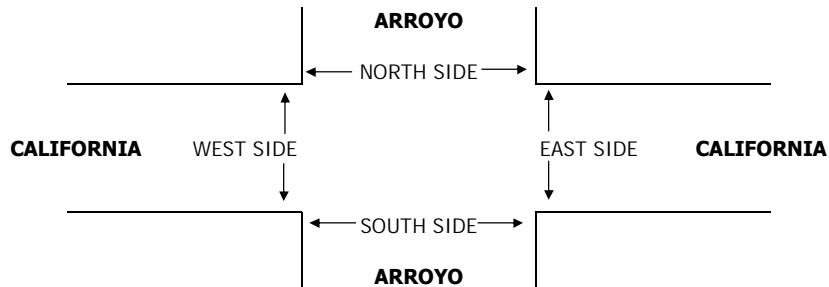
DATE: 5/21/13 TUESDAY

LOCATION: PASADENA
NORTH & SOUTH: ARROYO
EAST & WEST: CALIFORNIA

PROJECT #: SC0183
LOCATION #: 23
CONTROL: SIGNAL

NOTES:	AM		▲ N	
	PM			E ▶
	MD	◀ W	S	
	OTHER		▼	
	OTHER			

LANES:	NORTHBOUND <small>ARROYO</small>			SOUTHBOUND <small>ARROYO</small>			EASTBOUND <small>CALIFORNIA</small>			WESTBOUND <small>CALIFORNIA</small>			TOTAL	U-TURNS				
	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0		NB X	SB X	EB X	WB X	TTL
	7:00 AM	15	140	24	1	181	4	2	30	11	96	70		4				
7:15 AM	27	194	34	4	141	13	4	68	15	86	156	8					0	
7:30 AM	11	223	34	5	158	9	4	86	10	82	140	5					0	
7:45 AM	35	255	57	3	161	1	1	124	25	73	227	9					0	
8:00 AM	32	223	41	10	188	8	6	95	23	100	196	4					0	
8:15 AM	31	211	47	11	150	11	5	89	29	58	184	7					0	
8:30 AM	22	226	48	6	143	5	16	81	24	91	140	2					0	
8:45 AM	40	279	50	8	145	16	12	62	25	68	169	10					0	
VOLUMES	213	1,751	335	48	1,267	67	50	635	162	654	1,282	49					6,513	
APPROACH %	9%	76%	15%	3%	92%	5%	6%	75%	19%	33%	65%	2%					0	
APP/DEPART	2,299	/	1,850	1,382	/	2,083	847	/	1,018	1,985	/	1,562					0	
BEGIN PEAK HR	7:45 AM																	
VOLUMES	120	915	193	30	642	25	28	389	101	322	747	22					3,534	
APPROACH %	10%	75%	16%	4%	92%	4%	5%	75%	19%	30%	68%	2%					0	
PEAK HR FACTOR	0.885			0.846			0.863			0.883								
APP/DEPART	1,228	/	965	697	/	1,065	518	/	612	1,091	/	892					0	
4:00 PM	26	180	56	17	221	22	16	92	21	55	106	13					825	
4:15 PM	29	172	51	19	243	26	17	91	27	53	101	12					841	
4:30 PM	32	206	66	18	236	25	19	166	15	58	118	14					973	
4:45 PM	29	181	49	13	206	20	15	170	35	67	110	14					909	
5:00 PM	40	234	74	14	265	25	18	182	25	58	129	15					1,079	
5:15 PM	22	210	73	21	332	21	20	185	32	80	130	25					1,151	
5:30 PM	38	230	61	16	246	25	19	172	27	67	122	14					1,037	
5:45 PM	23	193	67	17	276	19	28	170	40	73	104	16					1,026	
VOLUMES	239	1,606	497	135	2,025	183	152	1,228	222	511	920	123					7,841	
APPROACH %	10%	69%	21%	6%	86%	8%	9%	77%	14%	33%	59%	8%					0	
APP/DEPART	2,342	/	1,881	2,343	/	2,758	1,602	/	1,860	1,554	/	1,342					0	
BEGIN PEAK HR	5:00 PM																	
VOLUMES	123	867	275	68	1,119	90	85	709	124	278	485	70					4,293	
APPROACH %	10%	69%	22%	5%	88%	7%	9%	77%	14%	33%	58%	8%					0	
PEAK HR FACTOR	0.909			0.854			0.964			0.886								
APP/DEPART	1,265	/	1,022	1,277	/	1,521	918	/	1,052	833	/	698					0	



AM	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
TOTAL	
PM	4:00 PM
	4:15 PM
	4:30 PM
	4:45 PM
	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
TOTAL	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
2	0	1	1	4
5	1	0	4	10
5	1	0	4	10
5	2	2	2	11
3	0	1	4	8
8	0	0	1	9
6	1	2	1	10
3	3	0	3	9
37	8	6	20	71
2	3	2	1	8
8	0	3	7	18
2	3	1	5	11
2	2	1	5	10
3	4	1	6	14
3	1	2	1	7
8	5	1	4	18
3	0	0	5	8
31	18	11	34	94

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
1	0	1	0	2
4	1	0	4	9
4	1	0	4	9
5	0	2	1	8
3	0	1	4	8
5	0	0	1	6
4	1	1	1	7
2	2	0	2	6
28	5	5	17	55
2	1	1	0	4
7	0	3	6	16
2	0	1	5	8
1	0	1	3	5
1	1	1	3	6
3	1	2	1	7
7	2	1	4	14
2	0	0	5	7
25	5	10	27	67

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
1	0	0	1	2
1	0	0	0	1
1	0	0	0	1
0	2	0	1	3
0	0	0	0	0
3	0	0	0	3
2	0	1	0	3
1	1	0	1	3
9	3	1	3	16
0	2	1	1	4
1	0	0	1	2
0	3	0	0	3
1	2	0	2	5
2	3	0	3	8
0	0	0	0	0
1	3	0	0	4
1	0	0	0	1

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA tel: 951 249 3226 pacific@aimtd.com

DATE:
Tue, May 21, 13

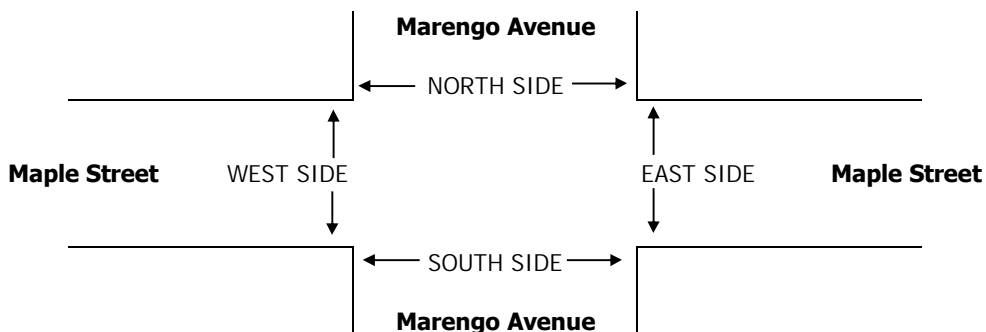
LOCATION: Pasadena
NORTH & SOUTH: Marengo Avenue
EAST & WEST: Maple Street

PROJECT #: SC0188
LOCATION #: 24
CONTROL: SIGNAL

NOTES: A7	AM		▲	
	PM		N	
	MD	◀ W	S	E ▶
	OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Marengo Avenue			Marengo Avenue			Maple Street			Maple Street			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	X	X	2	0	x	x	x	1.5	1.5	0	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Marengo Avenue			Marengo Avenue			Maple Street			Maple Street			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
AM													
7:00 AM	7	31	0	0	61	15	0	0	0	100	94	12	320
7:15 AM	15	39	0	0	127	21	0	0	0	135	116	20	473
7:30 AM	19	39	0	0	191	28	0	0	0	131	139	17	564
7:45 AM	21	67	0	0	164	20	0	0	0	157	159	11	599
8:00 AM	17	50	0	0	115	11	0	0	0	160	134	19	506
8:15 AM	23	40	0	0	108	13	0	0	0	141	143	8	476
8:30 AM	19	45	0	0	78	10	0	0	0	159	153	11	475
8:45 AM	12	37	0	0	115	17	0	0	0	143	134	22	480
VOLUMES	133	348	0	0	959	135	0	0	0	1,126	1,072	120	3,893
APPROACH %	28%	72%	0%	0%	88%	12%	0%	0%	0%	49%	46%	5%	
APP/DEPART	481	/	468	1,094	/	2,085	0	/	0	2,318	/	1,340	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	80	196	0	0	578	72	0	0	0	589	575	55	2,145
APPROACH %	29%	71%	0%	0%	89%	11%	0%	0%	0%	48%	47%	5%	
PEAK HR FACTOR	0.784			0.742			0.000			0.932			0.895
APP/DEPART	276	/	251	650	/	1,167	0	/	0	1,219	/	727	0
PM													
4:00 PM	51	81	0	0	66	7	0	0	0	59	125	23	412
4:15 PM	39	85	0	0	53	20	0	0	0	51	108	23	379
4:30 PM	50	86	0	0	78	13	0	0	0	84	148	32	491
4:45 PM	57	83	0	0	66	13	0	0	0	78	173	26	496
5:00 PM	61	107	0	0	70	9	0	0	0	78	203	26	554
5:15 PM	65	88	0	0	60	8	0	0	0	65	190	27	503
5:30 PM	47	89	0	0	64	14	0	0	0	88	185	32	519
5:45 PM	31	81	0	0	80	8	0	0	0	110	198	30	538
VOLUMES	401	700	0	0	537	92	0	0	0	613	1,330	219	3,892
APPROACH %	36%	64%	0%	0%	85%	15%	0%	0%	0%	28%	62%	10%	
APP/DEPART	1,101	/	919	629	/	1,150	0	/	0	2,162	/	1,823	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	204	365	0	0	274	39	0	0	0	341	776	115	2,114
APPROACH %	36%	64%	0%	0%	88%	12%	0%	0%	0%	28%	63%	9%	
PEAK HR FACTOR	0.847			0.889			0.000			0.911			0.954
APP/DEPART	569	/	480	313	/	615	0	/	0	1,232	/	1,019	0



INTERSECTION TURNING MOVEMENT COUNTS

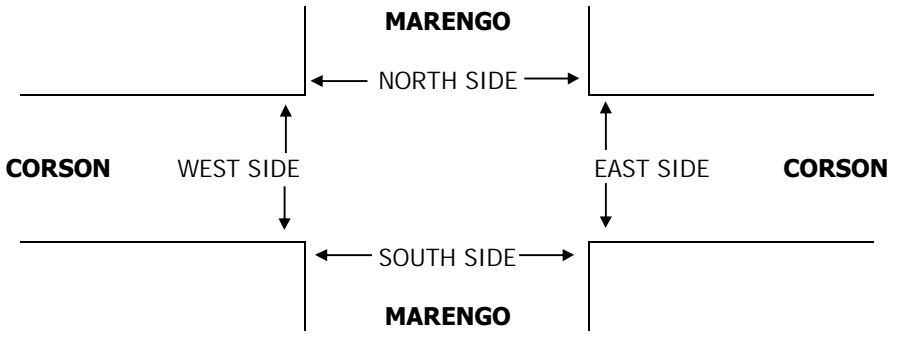
PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE: 5/21/13 TUESDAY	LOCATION: NORTH & SOUTH: PASADENA EAST & WEST: MARENGO CORSON	PROJECT #: SC0183 LOCATION #: 25 CONTROL: SIGNAL
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NOTES:	AM	▲	N	
	PM			
	MD	◀	W	E ▶
	OTHER		S	
	OTHER		▼	

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

AM	7:00 AM		30	52	51	110		4	98	13				358
	7:15 AM		45	49	93	170		5	115	22				499
	7:30 AM		46	68	91	232		6	139	39				621
	7:45 AM		67	77	89	239		15	189	50				726
	8:00 AM		58	63	60	213		9	195	42				640
	8:15 AM		50	52	66	188		8	202	45				611
	8:30 AM		55	66	68	176		7	207	33				612
	8:45 AM		39	54	60	194		11	233	37				628
	VOLUMES	0	390	481	578	1,522	0	65	1,378	281	0	0	0	4,695
	APPROACH %	0%	45%	55%	28%	72%	0%	4%	80%	16%	0%	0%	0%	
APP/DEPART	871	/	455	2,100	/	1,803	1,724	/	2,437	0	/	0	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	0	221	260	306	872	0	38	725	176	0	0	0	2,598	
APPROACH %	0%	46%	54%	26%	74%	0%	4%	77%	19%	0%	0%	0%		
PEAK HR FACTOR	0.835			0.898			0.921			0.000			0.895	
APP/DEPART	481	/	259	1,178	/	1,048	939	/	1,291	0	/	0	0	
PM	4:00 PM		113	85	21	101		23	213	23				579
	4:15 PM		92	81	25	86		27	240	22				573
	4:30 PM		111	94	39	127		19	256	27				673
	4:45 PM		117	82	15	135		28	246	30				653
	5:00 PM		137	106	34	116		32	237	32				694
	5:15 PM		112	84	22	102		34	220	24				598
	5:30 PM		108	82	37	116		27	255	29				654
	5:45 PM		91	66	43	142		18	229	38				627
	VOLUMES	0	881	680	236	925	0	208	1,896	225	0	0	0	5,051
	APPROACH %	0%	56%	44%	20%	80%	0%	9%	81%	10%	0%	0%	0%	
APP/DEPART	1,561	/	1,089	1,161	/	1,150	2,329	/	2,812	0	/	0	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	0	477	366	110	480	0	113	959	113	0	0	0	2,618	
APPROACH %	0%	57%	43%	19%	81%	0%	10%	81%	10%	0%	0%	0%		
PEAK HR FACTOR	0.867			0.889			0.975			0.000			0.943	
APP/DEPART	843	/	590	590	/	593	1,185	/	1,435	0	/	0	0	



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA tel: 951 249 3226 pacific@aimtd.com

DATE:
Thu, May 30, 13

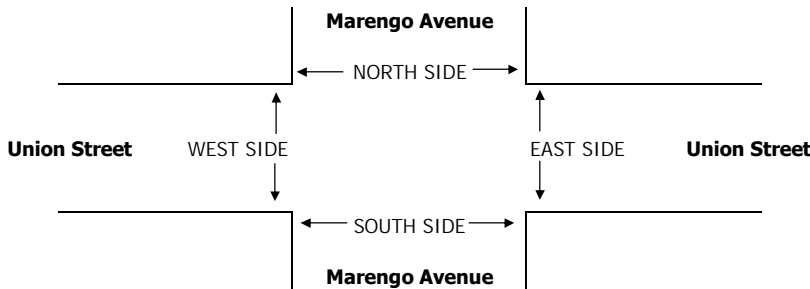
LOCATION:
NORTH & SOUTH: **PASADENA**
EAST & WEST: **Marengo Avenue**
Union Street

PROJECT #: SC0183
LOCATION #: 71
CONTROL: SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀	W	▶
	OTHER		S	
	OTHER		▼	

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Marengo Avenue			Marengo Avenue			Union Street			Union Street			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

AM	7:00 AM	6	78	0	0	92	13	0	0	0	7	46	0	242
	7:15 AM	3	87	0	0	127	23	0	0	0	8	46	2	296
	7:30 AM	11	148	0	0	164	14	0	0	0	4	69	6	416
	7:45 AM	15	141	0	0	179	31	0	0	0	11	78	3	458
	8:00 AM	16	168	0	0	147	27	0	0	0	10	91	7	466
	8:15 AM	24	99	0	0	123	19	0	0	0	7	88	9	369
	8:30 AM	14	83	0	0	134	35	0	0	0	7	77	7	357
	8:45 AM	15	92	0	0	133	33	0	0	0	11	93	13	390
	VOLUMES	104	896	0	0	1,099	195	0	0	0	65	588	47	2,994
	APPROACH %	10%	90%	0%	0%	85%	15%	0%	0%	0%	9%	84%	7%	
APP/DEPART	1,000	/	943	1,294	/	1,164	0	/	0	700	/	887	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	66	556	0	0	613	91	0	0	0	32	326	25	1,709	
APPROACH %	11%	89%	0%	0%	87%	13%	0%	0%	0%	8%	85%	7%		
PEAK HR FACTOR	0.845		0.838		0.000		0.887		0.917					
APP/DEPART	622	/	581	704	/	645	0	/	0	383	/	483	0	
PM	4:00 PM	4	156	0	0	103	12	0	0	0	18	115	17	425
	4:15 PM	8	121	0	0	143	20	0	0	0	18	107	18	435
	4:30 PM	9	122	0	0	146	21	0	0	0	19	129	29	475
	4:45 PM	3	121	0	0	135	23	0	0	0	28	144	27	481
	5:00 PM	11	147	0	0	144	15	0	0	0	29	213	26	585
	5:15 PM	10	153	0	0	132	14	0	0	0	35	194	20	558
	5:30 PM	7	118	0	0	121	11	0	0	0	29	213	25	524
	5:45 PM	14	126	0	0	149	21	0	0	0	16	201	16	543
	VOLUMES	66	1,064	0	0	1,073	137	0	0	0	192	1,316	178	4,026
	APPROACH %	6%	94%	0%	0%	89%	11%	0%	0%	0%	11%	78%	11%	
APP/DEPART	1,130	/	1,242	1,210	/	1,265	0	/	0	1,686	/	1,519	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	42	544	0	0	546	61	0	0	0	109	821	87	2,210	
APPROACH %	7%	93%	0%	0%	90%	10%	0%	0%	0%	11%	81%	9%		
PEAK HR FACTOR	0.899		0.893		0.000		0.949		0.944					
APP/DEPART	586	/	631	607	/	655	0	/	0	1,017	/	924	0	



AM	7:00 AM	1	4	3	4	12
	7:15 AM	3	4	3	10	20
	7:30 AM	4	2	3	11	20
	7:45 AM	3	4	12	10	29
	8:00 AM	3	4	4	5	16
	8:15 AM	4	1	2	8	15
	8:30 AM	4	5	7	9	25
	8:45 AM	6	4	7	6	23
TOTAL	28	28	41	63	160	
PM	4:00 PM	5	2	5	4	16
	4:15 PM	5	5	2	10	22
	4:30 PM	7	4	6	14	31
	4:45 PM	6	2	6	8	22
	5:00 PM	6	8	9	18	41
	5:15 PM	5	3	7	7	22
	5:30 PM	6	4	7	12	29
	5:45 PM	11	0	8	8	27
TOTAL	51	28	50	81	210	

PEDESTRIAN + BIKE CROSSINGS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
1	4	3	4	12	
3	4	3	10	20	
4	2	3	11	20	
3	4	12	10	29	
3	4	4	5	16	
4	1	2	8	15	
4	5	7	9	25	
6	4	7	6	23	
28	28	41	63	160	
5	2	5	4	16	
5	5	2	10	22	
7	4	6	14	31	
6	2	6	8	22	
6	8	9	18	41	
5	3	7	7	22	
6	4	7	12	29	
11	0	8	8	27	
51	28	50	81	210	

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
1	4	2	2	9
1	3	2	8	14
3	2	3	5	13
3	4	8	5	20
0	4	4	3	11
1	1	2	4	8
4	3	7	8	22
5	2	7	4	18
18	23	35	39	115
3	2	5	4	14
5	2	2	9	18
6	4	5	11	26
3	2	5	4	14
4	7	8	16	35
4	3	6	6	19
4	4	6	11	25
10	0	3	3	16
39	24	40	64	167

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	1	2	3
2	1	1	2	6
1	0	0	6	7
0	0	4	5	9
3	0	0	2	5
3	0	0	4	7
0	2	0	1	3
1	2	0	2	5
10	5	6	24	45
2	0	0	0	2
0	3	0	1	4
1	0	1	3	5
3	0	1	4	8
2	1	1	2	6
1	0	1	1	3
2	0	1	1	4
1	0	5	5	11
43	13	11	43	110

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES pacific@aimtd.com tel: 951 249 3226

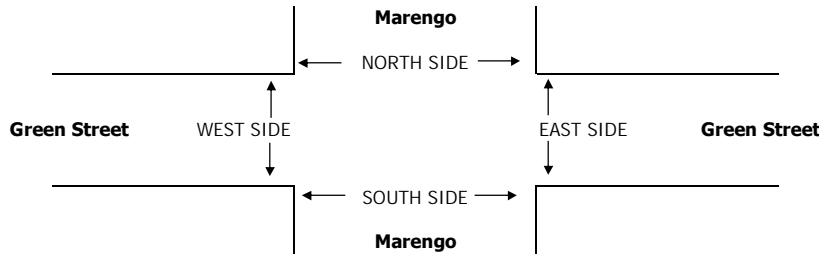
Thu 16/May 13	LOCATION: PASADENA	PROJECT #: SC0183	LOCATION #: 6
	NORTH & SOUTH: Marengo	CONTROL: SIGNAL	
	EAST & WEST: Green Street		

NOTES:		AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Marengo			Marengo			Green Street			Green Street			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	47	8	29	71	0	3	72	15	0	0	0	245
7:15 AM	0	98	10	29	82	0	14	108	18	0	0	0	359
7:30 AM	0	128	25	45	107	0	20	155	22	0	0	0	502
7:45 AM	0	129	23	58	105	0	11	194	21	0	0	0	541
8:00 AM	0	137	38	70	104	0	29	177	21	0	0	0	576
8:15 AM	0	104	23	66	95	0	18	191	18	0	0	0	515
8:30 AM	0	97	41	63	93	0	18	155	19	0	0	0	486
8:45 AM	0	98	38	62	84	0	19	183	17	0	0	0	501
VOLUMES	0	838	206	422	741	0	132	1,235	151	0	0	0	3,725
APPROACH %	0%	80%	20%	36%	64%	0%	9%	81%	10%	0%	0%	0%	
APP/DEPART	1,044	/	970	1,163	/	892	1,518	/	1,863	0	/	0	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	0	498	109	239	411	0	78	717	82	0	0	0	2,134
APPROACH %	0%	82%	18%	37%	63%	0%	9%	82%	9%	0%	0%	0%	
PEAK HR FACTOR		0.867			0.934			0.966			0.000		0.926
APP/DEPART	607	/	576	650	/	493	877	/	1,065	0	/	0	0
4:00 PM	0	89	31	33	108	0	29	182	41	0	0	0	513
4:15 PM	0	92	35	42	125	0	29	192	46	0	0	0	561
4:30 PM	0	95	29	29	114	0	31	210	48	0	0	0	556
4:45 PM	0	119	47	33	138	0	23	244	65	0	0	0	669
5:00 PM	0	111	63	48	151	0	45	230	56	0	0	0	704
5:15 PM	0	117	71	43	141	0	44	224	55	0	0	0	695
5:30 PM	0	111	44	38	101	0	59	224	48	0	0	0	625
5:45 PM	0	121	45	31	136	0	42	205	43	0	0	0	623
VOLUMES	0	855	365	297	1,014	0	302	1,711	402	0	0	0	4,946
APPROACH %	0%	70%	30%	23%	77%	0%	13%	71%	17%	0%	0%	0%	
APP/DEPART	1,220	/	1,157	1,311	/	1,416	2,415	/	2,373	0	/	0	0
BEGIN PEAK HR	4:45 PM												
VOLUMES	0	458	225	162	531	0	171	922	224	0	0	0	2,693
APPROACH %	0%	67%	33%	23%	77%	0%	13%	70%	17%	0%	0%	0%	
PEAK HR FACTOR		0.981			0.871			0.992			0.000		0.956
APP/DEPART	683	/	629	693	/	755	1,317	/	1,309	0	/	0	0

U-TURNS				
NB	SB	EB	WB	TTL
X	X	X	X	
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

				0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0



	AM	PM
7:00 AM		
7:15 AM		
7:30 AM		
7:45 AM		
8:00 AM		
8:15 AM		
8:30 AM		
8:45 AM		
TOTAL		
4:00 PM		
4:15 PM		
4:30 PM		
4:45 PM		
5:00 PM		
5:15 PM		
5:30 PM		
5:45 PM		
TOTAL		

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
11	34	24	14	83
18	25	21	25	89
12	24	35	18	89
1	15	0	13	29
0	12	26	17	55
15	0	17	7	39
10	0	21	14	45
3	3	4	0	10
70	113	148	108	439
18	26	15	26	85
20	14	22	22	78
14	30	16	21	81
22	25	15	25	87
13	22	6	12	53
30	12	9	16	67
43	21	16	13	93
13	16	18	11	58
173	166	117	146	602

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
10	32	22	11	75
17	23	19	23	82
12	23	31	17	83
1	15	0	13	29
0	12	26	17	55
13	0	17	7	37
10	0	21	14	45
3	3	4	0	10
66	108	140	102	416
18	25	15	26	84
18	12	19	22	71
14	29	15	21	79
22	25	15	25	87
13	22	6	12	53
30	11	8	16	65
43	19	12	12	86
13	15	16	11	55
171	158	106	145	580

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
1	2	2	3	8
1	2	2	2	7
0	1	4	1	6
0	0	0	0	0
0	0	0	0	0
2	0	0	0	2
0	0	0	0	0
0	0	0	0	0
0	2	4	1	7
0	1	2	0	3
2	8	11	1	22

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA tel: 951 249 3226 pacific@aimtd.com

DATE:
Tue, May 21, 13

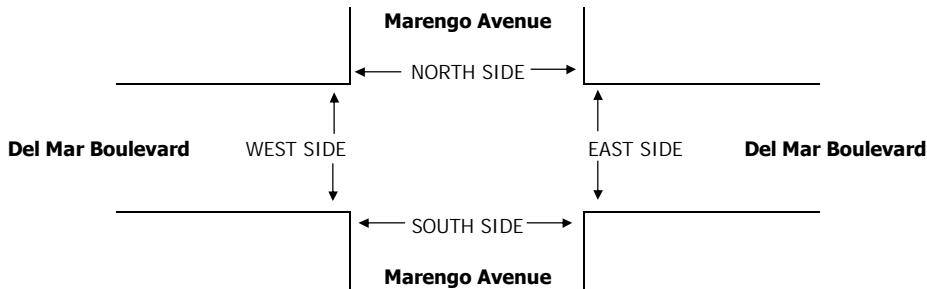
LOCATION:
NORTH & SOUTH: **PASADENA**
Marengo Avenue
EAST & WEST: **Marengo Avenue**
Del Mar Boulevard

PROJECT #: SC0183
LOCATION #: 26
CONTROL: SIGNAL

NOTES: A2	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Marengo Avenue			Marengo Avenue			Del Mar Boulevard			Del Mar Boulevard			
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	

AM	7:00 AM	22	51	8	6	49	7	5	54	7	23	139	7	378
	7:15 AM	20	82	10	12	87	9	4	78	11	24	124	9	470
	7:30 AM	25	116	18	11	115	16	7	86	9	32	137	5	577
	7:45 AM	22	140	33	20	103	18	11	171	19	38	187	16	778
	8:00 AM	32	124	20	15	70	14	10	121	14	23	183	13	639
	8:15 AM	28	101	24	21	75	12	6	126	8	27	155	24	607
	8:30 AM	34	97	17	14	59	14	13	105	8	19	154	20	554
	8:45 AM	16	105	17	3	60	18	10	136	11	11	131	7	525
	VOLUMES	199	816	147	102	618	108	66	877	87	197	1,210	101	4,528
	APPROACH %	17%	70%	13%	12%	75%	13%	6%	85%	8%	13%	80%	7%	
APP/DEPART	1,162	/	983	828	/	902	1,030	/	1,126	1,508	/	1,517	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	107	481	95	67	363	60	34	504	50	120	662	58	2,601	
APPROACH %	16%	70%	14%	14%	74%	12%	6%	86%	9%	14%	79%	7%		
PEAK HR FACTOR	0.876		0.863		0.731		0.871		0.836					
APP/DEPART	683	/	573	490	/	533	588	/	666	840	/	829	0	
PM	4:00 PM	12	66	31	12	108	11	11	193	21	35	153	9	662
	4:15 PM	15	92	29	16	117	22	5	172	13	31	141	8	661
	4:30 PM	10	94	27	21	136	15	11	177	22	32	154	3	702
	4:45 PM	15	92	25	15	132	20	8	161	28	20	163	6	685
	5:00 PM	23	92	28	16	138	23	15	181	19	30	150	14	729
	5:15 PM	16	107	24	18	141	22	11	158	14	33	158	10	712
	5:30 PM	14	106	38	22	130	16	10	187	17	27	144	8	719
	5:45 PM	16	103	14	6	99	25	13	175	14	31	158	11	665
	VOLUMES	121	752	216	126	1,001	154	84	1,404	148	239	1,221	69	5,535
	APPROACH %	11%	69%	20%	10%	78%	12%	5%	86%	9%	16%	80%	5%	
APP/DEPART	1,089	/	905	1,281	/	1,388	1,636	/	1,746	1,529	/	1,496	0	
BEGIN PEAK HR	4:45 PM													
VOLUMES	68	397	115	71	541	81	44	687	78	110	615	38	2,845	
APPROACH %	12%	68%	20%	10%	78%	12%	5%	85%	10%	14%	81%	5%		
PEAK HR FACTOR	0.918		0.957		0.941		0.949		0.976					
APP/DEPART	580	/	479	693	/	729	809	/	873	763	/	764	0	



AM	7:00 AM	2	9	6	5	22
	7:15 AM	3	7	8	10	28
	7:30 AM	10	6	7	6	29
	7:45 AM	6	7	2	10	25
	8:00 AM	12	7	6	4	29
	8:15 AM	11	14	4	10	39
	8:30 AM	6	8	4	4	22
	8:45 AM	5	13	5	11	34
TOTAL	55	71	42	60	228	
PM	4:00 PM	2	5	4	7	18
	4:15 PM	4	7	2	9	22
	4:30 PM	2	11	4	5	22
	4:45 PM	10	22	5	5	42
	5:00 PM	2	17	4	6	29
	5:15 PM	4	11	6	9	30
	5:30 PM	13	12	8	14	47
	5:45 PM	6	13	12	11	42
TOTAL	43	98	45	66	252	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
2	9	6	5	22
3	7	8	10	28
10	6	7	6	29
6	7	2	10	25
12	7	6	4	29
11	14	4	10	39
6	8	4	4	22
5	13	5	11	34
55	71	42	60	228
2	5	4	7	18
4	7	2	9	22
2	11	4	5	22
10	22	5	5	42
2	17	4	6	29
4	11	6	9	30
13	12	8	14	47
6	13	12	11	42
43	98	45	66	252

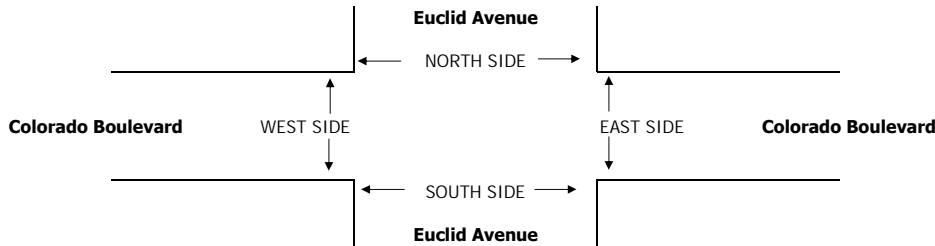
PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
2	9	5	4	20
3	7	6	8	24
9	6	6	4	25
5	7	2	6	20
11	7	6	4	28
11	12	2	7	32
5	7	4	3	19
5	11	3	8	27
51	66	34	44	195
2	5	3	6	16
2	6	2	7	17
1	10	2	4	17
8	20	4	4	36
2	16	1	3	22
4	7	4	8	23
10	10	7	13	40
4	13	11	7	35
33	87	34	52	206

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	1	1	2
0	0	2	2	4
1	0	1	2	4
1	0	0	4	5
1	0	0	0	1
0	2	2	3	7
1	1	0	1	3
0	2	2	3	7
4	5	8	16	33
0	0	1	1	2
2	1	0	2	5
1	1	2	1	5
2	2	1	1	6
0	1	3	3	7
0	4	2	1	7
3	2	1	1	7
2	0	1	4	7
FINAL	40	20	14	46

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES pacific@aimtd.com tel: 951 249 3226

Thu 16/May 13		LOCATION: NORTH & SOUTH: EAST & WEST:				PASADENA Euclid Avenue Colorado Boulevard				PROJECT #: LOCATION #: CONTROL:			SC0183 8 SIGNAL			
NOTES:													AM		▲ N	E ►
													PM	MD		
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL		
		Euclid Avenue			Euclid Avenue			Colorado Boulevard			Colorado Boulevard					
LANES:		NL 0.5	NT 0.5	NR 1	SL 1	ST 0	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1			
AM	7:00 AM	4	0	3	4	2	3	1	64	3	3	69	4	160		
	7:15 AM	2	3	2	6	3	1	7	80	4	6	109	6	229		
	7:30 AM	4	1	3	6	4	4	9	89	0	7	104	6	237		
	7:45 AM	3	1	3	2	8	3	11	93	2	17	140	13	296		
	8:00 AM	4	0	3	2	4	2	11	101	4	10	146	7	294		
	8:15 AM	5	3	1	5	1	4	24	104	3	9	151	11	321		
	8:30 AM	1	1	7	8	2	8	13	114	1	14	123	3	295		
	8:45 AM	1	2	1	7	1	7	14	112	10	10	144	11	320		
	VOLUMES	24	11	23	40	25	32	90	757	27	76	986	61	2,152		
	APPROACH %	41%	19%	40%	41%	26%	33%	10%	87%	3%	7%	88%	5%			
	APP/DEPART	58	/	162	97	/	128	874	/	820	1,123	/	1,042	0		
	BEGIN PEAK HR	8:00 AM														
	VOLUMES	11	6	12	22	8	21	62	431	18	43	564	32	1,230		
	APPROACH %	38%	21%	41%	43%	16%	41%	12%	84%	4%	7%	88%	5%			
	PEAK HR FACTOR	0.806			0.708			0.939			0.934			0.958		
APP/DEPART	29	/	100	51	/	69	511	/	465	639	/	596	0			
PM	4:00 PM	6	2	9	9	0	2	3	200	8	13	171	3	426		
	4:15 PM	10	9	10	16	6	13	4	194	12	12	161	8	455		
	4:30 PM	8	7	13	18	9	8	10	195	14	22	183	4	491		
	4:45 PM	12	11	19	19	7	9	4	186	26	30	179	6	508		
	5:00 PM	15	11	10	17	6	9	7	189	18	24	194	7	507		
	5:15 PM	20	8	19	22	10	9	11	184	19	17	225	13	557		
	5:30 PM	14	18	24	33	12	9	8	178	14	21	185	13	529		
	5:45 PM	19	7	12	30	8	8	7	156	20	30	171	13	481		
	VOLUMES	104	73	116	164	58	67	54	1,482	131	169	1,469	67	3,954		
	APPROACH %	35%	25%	40%	57%	20%	23%	3%	89%	8%	10%	86%	4%			
	APP/DEPART	293	/	194	289	/	358	1,667	/	1,762	1,705	/	1,640	0		
	BEGIN PEAK HR	4:45 PM														
	VOLUMES	61	48	72	91	35	36	30	737	77	92	783	39	2,101		
	APPROACH %	34%	27%	40%	56%	22%	22%	4%	87%	9%	10%	86%	4%			
	PEAK HR FACTOR	1.077			1.157			0.977			1.016			1.034		
APP/DEPART	181	/	117	162	/	204	844	/	900	914	/	880	0			



		PEDESTRIAN + BIKE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	7:00 AM	2	18	3	2	25
	7:15 AM	8	20	4	9	41
	7:30 AM	9	15	1	18	43
	7:45 AM	10	25	6	15	56
	8:00 AM	9	16	3	4	32
	8:15 AM	8	22	5	9	44
	8:30 AM	18	17	3	6	44
	8:45 AM	6	20	8	8	42
	TOTAL	70	153	33	71	327
PM	4:00 PM	14	32	5	7	58
	4:15 PM	20	41	11	13	85
	4:30 PM	28	34	3	10	75
	4:45 PM	18	42	14	19	93
	5:00 PM	20	67	8	25	120
	5:15 PM	35	62	13	18	128
	5:30 PM	32	46	15	28	121
	5:45 PM	20	55	5	9	89
	TOTAL	187	379	74	129	769

		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	7:00 AM	0	16	1	2	19
	7:15 AM	5	17	3	9	34
	7:30 AM	6	15	1	17	39
	7:45 AM	5	12	5	9	31
	8:00 AM	5	9	3	4	21
	8:15 AM	4	19	5	9	37
	8:30 AM	13	14	2	6	35
	8:45 AM	5	18	8	6	37
	TOTAL	43	120	28	62	253
PM	4:00 PM	12	31	5	7	55
	4:15 PM	17	35	10	12	74
	4:30 PM	20	31	3	10	64
	4:45 PM	11	36	14	19	80
	5:00 PM	15	64	8	24	111
	5:15 PM	30	61	13	18	122
	5:30 PM	29	42	15	28	114
	5:45 PM	19	51	5	8	83
	TOTAL	153	351	73	126	703

		BICYCLE CROSSINGS				
		NS	SS	ES	WS	TOTAL
AM	7:00 AM	2	2	2	0	6
	7:15 AM	3	3	1	0	7
	7:30 AM	3	0	0	1	4
	7:45 AM	5	13	1	6	25
	8:00 AM	4	7	0	0	11
	8:15 AM	4	3	0	0	7
	8:30 AM	5	3	1	0	9
	8:45 AM	1	2	0	2	5
	TOTAL	27	33	5	9	74
PM	4:00 PM	2	1	0	0	3
	4:15 PM	3	6	1	1	11
	4:30 PM	8	3	0	0	11
	4:45 PM	7	6	0	0	13
	5:00 PM	5	3	0	1	9
	5:15 PM	5	1	0	0	6
	5:30 PM	3	4	0	0	7
	5:45 PM	1	4	0	1	6
	TOTAL	34	28	1	3	66

INTERSECTION TURNING MOVEMENT COUNTS

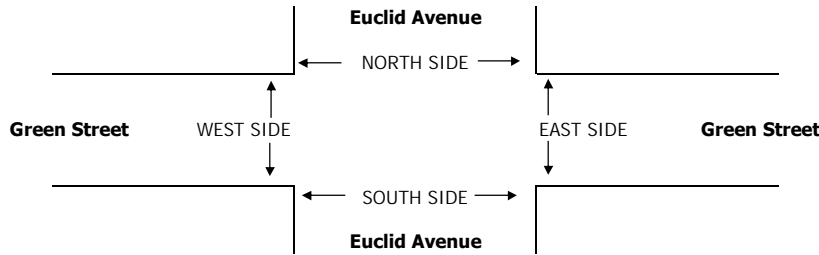
PREPARED BY: PACIFIC TRAFFIC DATA SERVICES pacific@aimtd.com tel: 951 249 3226

Tue 21/May 13	LOCATION: PASADENA	PROJECT #: SC0183
	NORTH & SOUTH: Euclid Avenue	LOCATION #: 9
	EAST & WEST: Green Street	CONTROL: SIGNAL



LANES:	NORTHBOUND Euclid Avenue			SOUTHBOUND Euclid Avenue			EASTBOUND Green Street			WESTBOUND Green Street			TOTAL
	NL x	NT x	NR 1	SL 1	ST x	SR x	EL 1	ET 3.5	ER 0.5	WL x	WT x	WR x	

AM	7:00 AM	0	0	10	4	0	0	1	102	7	0	0	0	124
	7:15 AM	0	0	10	1	0	0	0	126	14	0	0	0	151
	7:30 AM	0	0	10	3	0	0	1	205	16	0	0	0	235
	7:45 AM	0	0	13	2	0	0	2	226	21	0	0	0	264
	8:00 AM	0	0	18	2	0	0	0	240	12	0	0	0	272
	8:15 AM	0	0	9	6	0	0	2	237	16	0	0	0	270
	8:30 AM	0	0	18	0	0	0	0	200	11	0	0	0	229
	8:45 AM	0	0	15	4	0	0	0	233	12	0	0	0	264
	VOLUMES	0	0	103	22	0	0	6	1,569	109	0	0	0	1,809
	APPROACH %	0%	0%	100%	100%	0%	0%	0%	93%	6%	0%	0%	0%	
APP/DEPART	103	/	6	22	/	109	1,684	/	1,694	0	/	0	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	0	0	50	13	0	0	5	908	65	0	0	0	1,041	
APPROACH %	0%	0%	100%	100%	0%	0%	1%	93%	7%	0%	0%	0%		
PEAK HR FACTOR	0.694			0.542			0.959			0.000			0.957	
APP/DEPART	50	/	5	13	/	65	978	/	971	0	/	0	0	
PM	4:00 PM	0	0	14	4	0	0	1	243	16	0	0	0	278
	4:15 PM	0	0	16	9	0	0	1	249	19	0	0	0	294
	4:30 PM	0	0	15	3	0	0	0	276	14	0	0	0	308
	4:45 PM	0	0	16	3	0	0	3	316	24	0	0	0	362
	5:00 PM	0	0	17	2	0	0	3	353	13	0	0	0	388
	5:15 PM	0	0	12	5	0	0	8	331	23	0	0	0	379
	5:30 PM	0	0	23	8	0	0	13	301	17	0	0	0	362
	5:45 PM	0	0	16	1	0	0	7	245	23	0	0	0	292
	VOLUMES	0	0	129	35	0	0	36	2,314	149	0	0	0	2,663
	APPROACH %	0%	0%	100%	100%	0%	0%	1%	93%	6%	0%	0%	0%	
APP/DEPART	129	/	36	35	/	149	2,499	/	2,478	0	/	0	0	
BEGIN PEAK HR	4:45 PM													
VOLUMES	0	0	68	18	0	0	27	1,301	77	0	0	0	1,491	
APPROACH %	0%	0%	100%	100%	0%	0%	2%	93%	5%	0%	0%	0%		
PEAK HR FACTOR	1.000			1.500			0.952			0.000			0.961	
APP/DEPART	68	/	27	18	/	77	1,405	/	1,387	0	/	0	0	



AM	7:00 AM	0	0	10	4	0	0	1	102	7	0	0	0	124
	7:15 AM	0	0	10	1	0	0	0	126	14	0	0	0	151
	7:30 AM	0	0	10	3	0	0	1	205	16	0	0	0	235
	7:45 AM	0	0	13	2	0	0	2	226	21	0	0	0	264
	8:00 AM	0	0	18	2	0	0	0	240	12	0	0	0	272
	8:15 AM	0	0	9	6	0	0	2	237	16	0	0	0	270
	8:30 AM	0	0	18	0	0	0	0	200	11	0	0	0	229
	8:45 AM	0	0	15	4	0	0	0	233	12	0	0	0	264
TOTAL	0	0	103	22	0	0	6	1,569	109	0	0	0	1,809	
PM	4:00 PM	0	0	14	4	0	0	1	243	16	0	0	0	278
	4:15 PM	0	0	16	9	0	0	1	249	19	0	0	0	294
	4:30 PM	0	0	15	3	0	0	0	276	14	0	0	0	308
	4:45 PM	0	0	16	3	0	0	3	316	24	0	0	0	362
	5:00 PM	0	0	17	2	0	0	3	353	13	0	0	0	388
	5:15 PM	0	0	12	5	0	0	8	331	23	0	0	0	379
	5:30 PM	0	0	23	8	0	0	13	301	17	0	0	0	362
	5:45 PM	0	0	16	1	0	0	7	245	23	0	0	0	292
TOTAL	0	0	129	35	0	0	36	2,314	149	0	0	0	2,663	

PEDESTRIAN + BIKE CROSSINGS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
1	6	1	4	12	
3	16	1	1	21	
6	15	1	6	28	
4	15	3	4	26	
1	9	0	7	17	
4	9	1	4	18	
5	16	0	2	23	
1	11	0	6	18	
25	97	7	34	163	
2	12	0	4	18	
4	7	0	4	15	
7	23	0	8	38	
4	13	1	12	30	
11	8	2	10	31	
10	14	2	7	33	
5	17	1	6	29	
8	12	0	7	27	
51	106	6	58	221	

PEDESTRIAN CROSSINGS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
1	6	1	4	12	
2	16	1	1	20	
4	13	0	6	23	
4	15	1	4	24	
1	7	0	6	14	
3	8	1	4	16	
5	14	0	2	21	
0	10	0	6	16	
20	89	4	33	146	
2	10	0	4	16	
0	6	0	1	7	
6	23	0	8	37	
1	11	0	9	21	
7	8	2	8	25	
10	14	2	7	33	
1	15	0	4	20	
8	12	0	7	27	
35	99	4	48	186	

BICYCLE CROSSINGS					
NS	SS	ES	WS	TOTAL	
0	0	0	0	0	0
1	0	0	0	0	1
2	2	1	0	5	
0	0	2	0	2	
0	2	0	1	3	
1	1	0	0	2	
0	2	0	0	2	
1	1	0	0	2	
5	8	3	1	17	
0	2	0	0	2	
4	1	0	3	8	
1	0	0	0	1	
3	2	1	3	9	
4	0	0	2	6	
0	0	0	0	0	
4	2	1	2	9	
0	0	0	0	0	
16	7	2	10	35	

INTERSECTION TURNING MOVEMENT COUNTS

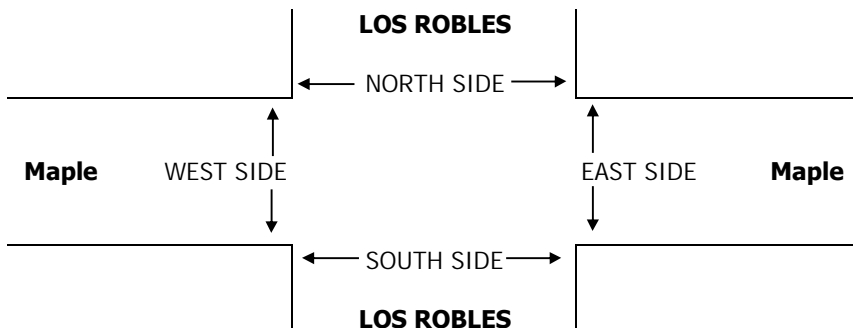
PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE: 5/21/13 TUESDAY	LOCATION: NORTH & SOUTH: PASADENA EAST & WEST: LOS ROBLES Maple	PROJECT #: SC0183 LOCATION #: 28 CONTROL: SIGNAL
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NOTES:	AM		▲	
	PM		N	
	MD	◀ W	S	E ▶
	OTHER		▼	
	OTHER			

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

AM	7:00 AM	27	39	0	0	111	17	0	0	0	33	58	9	294
	7:15 AM	22	39	0	0	174	28	0	0	0	35	65	8	371
	7:30 AM	30	71	0	0	138	36	0	0	0	76	81	13	445
	7:45 AM	14	91	0	0	162	38	0	0	0	56	80	6	447
	8:00 AM	25	80	0	0	152	23	0	0	0	65	71	23	439
	8:15 AM	23	88	0	0	162	40	0	0	0	61	53	9	436
	8:30 AM	12	88	0	0	211	24	0	0	0	51	34	9	429
	8:45 AM	0	98	0	0	192	0	0	0	0	0	0	0	290
	VOLUMES	153	594	0	0	1,302	206	0	0	0	377	442	77	3,151
	APPROACH %	20%	80%	0%	0%	86%	14%	0%	0%	0%	42%	49%	9%	
APP/DEPART	747	/	671	1,508	/	1,679	0	/	0	896	/	801	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	92	330	0	0	614	137	0	0	0	258	285	51	1,767	
APPROACH %	22%	78%	0%	0%	82%	18%	0%	0%	0%	43%	48%	9%		
PEAK HR FACTOR	0.950			0.929			0.000			0.874			0.988	
APP/DEPART	422	/	381	751	/	872	0	/	0	594	/	514	0	
PM	4:00 PM	50	131	0	0	89	7	0	0	0	29	45	20	371
	4:15 PM	73	140	0	0	116	21	0	0	0	27	89	22	488
	4:30 PM	67	132	0	0	104	14	0	0	0	28	66	28	439
	4:45 PM	87	116	0	0	136	27	0	0	0	14	100	24	504
	5:00 PM	77	213	0	0	116	22	0	0	0	31	91	28	578
	5:15 PM	52	176	0	0	99	22	0	0	0	27	83	21	480
	5:30 PM	48	209	0	0	98	18	0	0	0	20	58	10	461
	5:45 PM	0	201	0	0	146	0	0	0	0	0	0	0	347
	VOLUMES	454	1,318	0	0	904	131	0	0	0	176	532	153	3,668
	APPROACH %	26%	74%	0%	0%	87%	13%	0%	0%	0%	20%	62%	18%	
APP/DEPART	1,772	/	1,471	1,035	/	1,080	0	/	0	861	/	1,117	0	
BEGIN PEAK HR	4:45 PM													
VOLUMES	264	714	0	0	449	89	0	0	0	92	332	83	2,023	
APPROACH %	27%	73%	0%	0%	83%	17%	0%	0%	0%	18%	65%	16%		
PEAK HR FACTOR	0.843			0.825			0.000			0.845			0.875	
APP/DEPART	978	/	797	538	/	541	0	/	0	507	/	685	0	



INTERSECTION TURNING MOVEMENT COUNTS

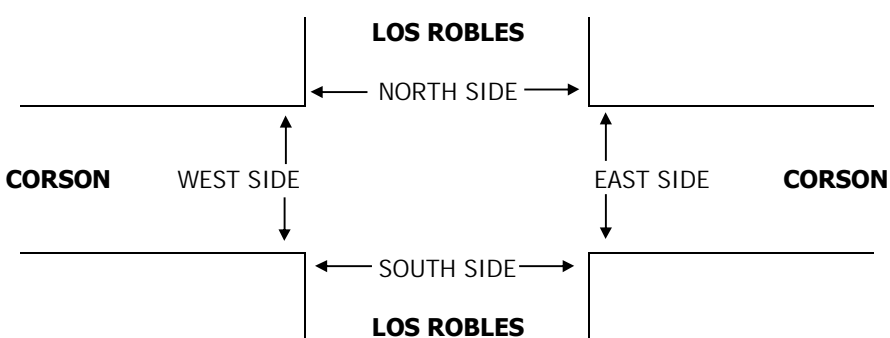
PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE: 5/21/13 TUESDAY	LOCATION: NORTH & SOUTH: PASADENA EAST & WEST: LOS ROBLES CORSON	PROJECT #: SC0183 LOCATION #: 29 CONTROL: SIGNAL
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NOTES:	AM	PM	MD	OTHER	OTHER	▲ N	◀ W	S ▼	E ▶
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	LOS ROBLES			LOS ROBLES			CORSON			CORSON			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	3	0	1	2	X	0	2	0	X	X	X	

AM	7:00 AM		56	23	15	129		5	17	28				273
	7:15 AM		58	23	29	181		6	21	32				350
	7:30 AM		80	25	31	186		14	34	31				401
	7:45 AM		92	36	24	197		10	47	59				465
	8:00 AM		97	19	16	203		5	37	56				433
	8:15 AM		92	35	25	204		13	37	68				474
	8:30 AM		82	29	16	239		11	51	76				504
	8:45 AM		81	37	16	178		15	47	61				435
	VOLUMES	0	638	227	172	1,517	0	79	291	411	0	0	0	3,335
	APPROACH %	0%	74%	26%	10%	90%	0%	10%	37%	53%	0%	0%	0%	
APP/DEPART	865	/	717	1,689	/	1,928	781	/	690	0	/	0	0	
BEGIN PEAK HR	7:45 AM													
VOLUMES	0	363	119	81	843	0	39	172	259	0	0	0	1,876	
APPROACH %	0%	75%	25%	9%	91%	0%	8%	37%	55%	0%	0%	0%		
PEAK HR FACTOR	0.941			0.906			0.851			0.000			0.931	
APP/DEPART	482	/	402	924	/	1,102	470	/	372	0	/	0	0	
PM	4:00 PM		158	29	9	107		27	130	16				476
	4:15 PM		174	42	13	123		43	126	19				540
	4:30 PM		156	34	10	117		44	150	38				549
	4:45 PM		161	27	8	135		41	124	24				520
	5:00 PM		231	50	10	138		58	186	31				704
	5:15 PM		198	48	7	117		33	147	29				579
	5:30 PM		205	44	10	112		48	133	42				594
	5:45 PM		170	43	11	128		35	129	33				549
	VOLUMES	0	1,453	317	78	977	0	329	1,125	232	0	0	0	4,511
	APPROACH %	0%	82%	18%	7%	93%	0%	20%	67%	14%	0%	0%	0%	
APP/DEPART	1,770	/	1,782	1,055	/	1,209	1,686	/	1,520	0	/	0	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	0	804	185	38	495	0	174	595	135	0	0	0	2,426	
APPROACH %	0%	81%	19%	7%	93%	0%	19%	66%	15%	0%	0%	0%		
PEAK HR FACTOR	0.880			0.900			0.822			0.000			0.862	
APP/DEPART	989	/	978	533	/	630	904	/	818	0	/	0	0	



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:
5/23/13
THURSDAY

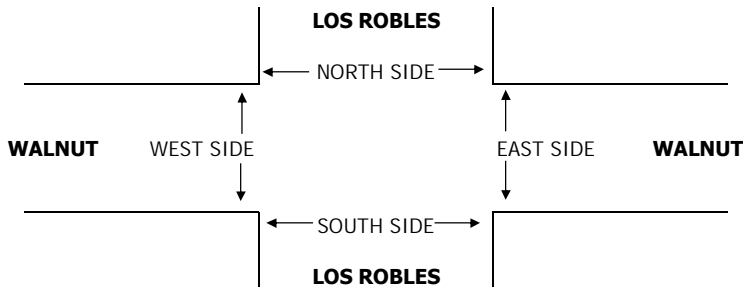
LOCATION:
NORTH & SOUTH: PASADENA
EAST & WEST: LOS ROBLES
WALNUT

PROJECT #: SC0183
LOCATION #: 10
CONTROL: SIGNAL

NOTES:	AM		▲	
	PM	◀	W	▶
	MD			E
	OTHER			S
	OTHER			▼

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

AM	7:00 AM	27	112	17	18	190	34	21	95	40	22	130	32	738	
	7:15 AM	26	115	15	16	195	24	17	95	48	25	117	39	732	
	7:30 AM	25	107	9	31	210	27	21	74	27	23	124	39	717	
	7:45 AM	25	102	20	13	188	28	10	81	34	18	107	19	645	
	8:00 AM	28	115	16	19	198	27	19	89	35	16	133	36	731	
	8:15 AM	30	113	15	15	193	21	19	99	34	27	132	24	722	
	8:30 AM	33	115	22	28	193	32	16	91	44	25	117	21	737	
	8:45 AM	31	111	20	26	189	29	18	95	39	23	114	24	719	
	VOLUMES	225	890	134	166	1,556	222	141	719	301	179	974	234	5,741	
	APPROACH %	18%	71%	11%	9%	80%	11%	12%	62%	26%	13%	70%	17%		
	APP/DEPART	1,249	/	1,265	1,944	/	2,036	1,161	/	1,019	1,387	/	1,421	0	
	BEGIN PEAK HR	8:00 AM													
	VOLUMES	122	454	73	88	773	109	72	374	152	91	496	105	2,909	
	APPROACH %	19%	70%	11%	9%	80%	11%	12%	63%	25%	13%	72%	15%		
	PEAK HR FACTOR	0.954			0.958			0.984			0.935			0.987	
	APP/DEPART	649	/	631	970	/	1,016	598	/	535	692	/	727	0	
PM	4:00 PM	30	153	24	20	113	25	22	125	31	17	124	28	712	
	4:15 PM	27	167	20	19	104	25	23	135	26	20	120	34	720	
	4:30 PM	30	163	20	22	115	25	28	114	17	16	130	37	717	
	4:45 PM	27	133	24	24	112	20	24	145	17	31	122	37	716	
	5:00 PM	35	209	22	25	116	31	33	159	29	14	168	45	886	
	5:15 PM	36	179	24	20	133	31	22	155	38	20	180	51	889	
	5:30 PM	45	207	29	25	141	24	31	151	30	21	140	45	889	
	5:45 PM	32	180	39	21	118	31	19	146	35	17	141	38	817	
		VOLUMES	262	1,391	202	176	952	212	202	1,130	223	156	1,125	315	6,346
		APPROACH %	14%	75%	11%	13%	71%	16%	13%	73%	14%	10%	70%	20%	
		APP/DEPART	1,855	/	1,908	1,340	/	1,331	1,555	/	1,508	1,596	/	1,599	0
		BEGIN PEAK HR	5:00 PM												
		VOLUMES	148	775	114	91	508	117	105	611	132	72	629	179	3,481
		APPROACH %	14%	75%	11%	13%	71%	16%	12%	72%	16%	8%	71%	20%	
	PEAK HR FACTOR	0.923			0.942			0.959			0.876			0.979	
	APP/DEPART	1,037	/	1,059	716	/	712	848	/	816	880	/	894	0	



AM	PM
7:00 AM	4:00 PM
7:15 AM	4:15 PM
7:30 AM	4:30 PM
7:45 AM	4:45 PM
8:00 AM	5:00 PM
8:15 AM	5:15 PM
8:30 AM	5:30 PM
8:45 AM	5:45 PM
TOTAL	TOTAL

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7	8	7	4	26
7	10	9	12	38
8	8	5	14	35
12	8	7	9	36
7	8	4	16	35
12	14	12	13	51
10	6	3	18	37
11	13	11	13	48
74	75	58	99	306
17	10	13	13	53
9	7	9	16	41
15	13	6	18	52
9	8	7	17	41
21	12	11	7	51
12	9	12	8	41
7	10	1	11	29
7	15	8	17	47
97	84	67	107	355

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
5	8	7	4	24
6	9	8	10	33
8	7	2	14	31
11	8	5	8	32
7	6	4	14	31
10	13	8	11	42
6	6	2	15	29
8	12	11	8	39
61	69	47	84	261
15	9	8	11	43
8	7	8	10	33
14	10	5	16	45
9	8	5	16	38
16	11	11	5	43
12	9	12	7	40
5	10	1	5	21
6	13	7	14	40
85	77	57	84	303

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
2	0	0	0	2
1	1	1	2	5
0	1	3	0	4
1	0	2	1	4
0	2	0	2	4
2	1	4	2	9
4	0	1	3	8
3	1	0	5	9
13	6	11	15	45
2	1	5	2	10
1	0	1	6	8
0	3	1	2	7
1	0	2	1	4
5	1	0	2	8
0	0	0	1	1
2	0	0	6	8
1	2	1	3	7

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA tel: 951 249 3226 pacific@aimtd.com

DATE: Wed, May 22, 13

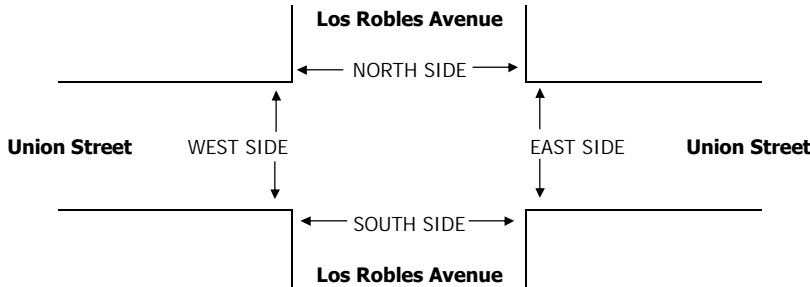
LOCATION: PASADENA Los Robles Avenue Union Street

PROJECT #: SC0183 LOCATION #: 72 CONTROL: SIGNAL

NOTES: A5. Legend for turning movements: AM, PM, MD, OTHER, N, S, W, E.

Table with columns for Northbound, Southbound, Eastbound, Westbound lanes and a Total column.

Main traffic volume table with AM and PM sections, including time intervals, volumes, approach percentages, and peak hour factors.



Summary table for pedestrian and bike crossings, categorized by AM and PM time periods.

Table for PEDESTRIAN + BIKE CROSSINGS with columns for N Side, S Side, E Side, W Side, and Total.

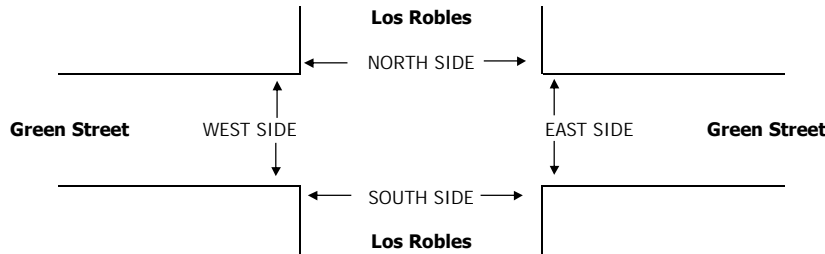
Table for PEDESTRIAN CROSSINGS with columns for N Side, S Side, E Side, W Side, and Total.

Table for BICYCLE CROSSINGS with columns for NS, SS, ES, WS, and Total.

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES tel: 951 249 3226 pacific@aimtd.com

Thu 16/May 13	LOCATION: PASADENA NORTH & SOUTH: Los Robles EAST & WEST: Green Street	PROJECT #: SC0183 LOCATION #: 12 CONTROL: SIGNAL																																									
NOTES:			<table border="1" style="margin: auto;"> <tr> <td>AM</td> <td></td> <td>▲</td> <td></td> </tr> <tr> <td>PM</td> <td></td> <td>N</td> <td></td> </tr> <tr> <td>MD</td> <td>←</td> <td>W</td> <td>E</td> </tr> <tr> <td>OTHER</td> <td></td> <td>S</td> <td></td> </tr> <tr> <td>OTHER</td> <td></td> <td>▼</td> <td></td> </tr> </table>	AM		▲		PM		N		MD	←	W	E	OTHER		S		OTHER		▼																					
AM		▲																																									
PM		N																																									
MD	←	W	E																																								
OTHER		S																																									
OTHER		▼																																									
	<table border="1" style="margin: auto;"> <tr> <th colspan="3">NORTHBOUND</th> <th colspan="3">SOUTHBOUND</th> <th colspan="3">EASTBOUND</th> <th colspan="3">WESTBOUND</th> <th rowspan="2">TOTAL</th> </tr> <tr> <td colspan="3" style="text-align: center;">Los Robles</td> <td colspan="3" style="text-align: center;">Los Robles</td> <td colspan="3" style="text-align: center;">Green Street</td> <td colspan="3" style="text-align: center;">Green Street</td> </tr> <tr> <td>LANES:</td> <td>NL x</td> <td>NT 2</td> <td>NR 0</td> <td>SL 1</td> <td>ST 2</td> <td>SR x</td> <td>EL 1</td> <td>ET 2</td> <td>ER 1</td> <td>WL x</td> <td>WT x</td> <td>WR x</td> <td></td> </tr> </table>	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	Los Robles			Los Robles			Green Street			Green Street			LANES:	NL x	NT 2	NR 0	SL 1	ST 2	SR x	EL 1	ET 2	ER 1	WL x	WT x	WR x				
NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL																															
Los Robles			Los Robles			Green Street			Green Street																																		
LANES:	NL x	NT 2	NR 0	SL 1	ST 2	SR x	EL 1	ET 2	ER 1	WL x	WT x	WR x																															
AM	7:00 AM	0	61	1	5	95	0	20	84	7	0	0	0	273																													
	7:15 AM	0	84	4	7	130	0	25	92	14	0	0	0	356																													
	7:30 AM	0	112	7	9	163	0	29	177	11	0	0	0	508																													
	7:45 AM	0	131	6	20	134	0	35	190	18	0	0	0	534																													
	8:00 AM	0	141	7	36	148	0	45	197	13	0	0	0	587																													
	8:15 AM	0	130	10	39	120	0	49	185	14	0	0	0	547																													
	8:30 AM	0	164	18	39	123	0	26	181	17	0	0	0	568																													
	8:45 AM	0	148	9	37	112	0	38	197	11	0	0	0	552																													
	VOLUMES	0	971	62	192	1,025	0	267	1,303	105	0	0	0	3,925																													
	APPROACH %	0%	94%	6%	16%	84%	0%	16%	78%	6%	0%	0%	0%																														
APP/DEPART	1,033	/	1,238	1,217	/	1,130	1,675	/	1,557	0	/	0	0																														
BEGIN PEAK HR	8:00 AM																																										
VOLUMES	0	583	44	151	503	0	158	760	55	0	0	0	2,254																														
APPROACH %	0%	93%	7%	23%	77%	0%	16%	78%	6%	0%	0%	0%																															
PEAK HR FACTOR	0.861																																										
APP/DEPART	627	/	741	654	/	558	973	/	955	0	/	0	0																														
PM	4:00 PM	0	142	4	30	126	0	59	182	21	0	0	0	564																													
	4:15 PM	0	136	2	38	83	0	49	198	23	0	0	0	529																													
	4:30 PM	0	153	5	26	106	0	59	208	21	0	0	0	578																													
	4:45 PM	0	132	7	22	142	0	68	241	24	0	0	0	636																													
	5:00 PM	0	165	8	33	156	0	72	267	36	0	0	0	737																													
	5:15 PM	0	173	12	26	147	0	56	242	53	0	0	0	709																													
	5:30 PM	0	186	1	16	144	0	48	259	17	0	0	0	671																													
	5:45 PM	0	127	6	34	158	0	76	138	45	0	0	0	584																													
	VOLUMES	0	1,214	45	225	1,062	0	487	1,735	240	0	0	0	5,008																													
	APPROACH %	0%	96%	4%	17%	83%	0%	20%	70%	10%	0%	0%	0%																														
APP/DEPART	1,259	/	1,701	1,287	/	1,302	2,462	/	2,005	0	/	0	0																														
BEGIN PEAK HR	4:45 PM																																										
VOLUMES	0	656	28	97	589	0	244	1,009	130	0	0	0	2,753																														
APPROACH %	0%	96%	4%	14%	86%	0%	18%	73%	9%	0%	0%	0%																															
PEAK HR FACTOR	0.914																																										
APP/DEPART	684	/	900	686	/	719	1,383	/	1,134	0	/	0	0																														



AM	7:00 AM	6	4	12	5	27
	7:15 AM	5	4	14	3	26
	7:30 AM	6	4	8	5	23
	7:45 AM	6	18	8	12	44
	8:00 AM	6	8	12	11	37
	8:15 AM	7	19	12	4	42
	8:30 AM	7	16	9	9	41
	8:45 AM	5	31	15	14	65
	TOTAL	48	104	90	63	305
	PM	4:00 PM	8	6	10	16
4:15 PM		10	8	18	15	51
4:30 PM		14	5	15	7	41
4:45 PM		7	13	17	10	47
5:00 PM		9	18	16	16	59
5:15 PM		2	26	17	15	60
5:30 PM		11	11	27	5	54
5:45 PM		16	10	17	6	49
TOTAL		77	97	137	90	401

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
6	4	12	5	27
5	4	14	3	26
6	4	8	5	23
6	18	8	12	44
6	8	12	11	37
7	19	12	4	42
7	16	9	9	41
5	31	15	14	65
48	104	90	63	305
8	6	10	16	40
10	8	18	15	51
14	5	15	7	41
7	13	17	10	47
9	18	16	16	59
2	26	17	15	60
11	11	27	5	54
16	10	17	6	49
77	97	137	90	401

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
5	4	9	4	22
4	4	13	3	24
6	4	8	4	22
5	18	8	9	40
6	7	11	9	33
6	17	12	4	39
7	13	9	7	36
4	29	14	14	61
43	96	84	54	277
7	6	10	15	38
9	7	17	13	46
13	3	15	6	37
7	11	16	6	40
9	15	15	15	54
2	25	12	14	53
10	11	27	5	53
15	9	16	6	46
72	87	128	80	367

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
1	0	3	1	5
1	0	1	0	2
0	0	0	1	1
1	0	0	3	4
0	1	1	2	4
1	2	0	0	3
0	3	0	2	5
1	2	1	0	4
5	8	6	9	28
1	0	0	1	2
1	1	1	2	5
1	2	0	1	4
0	2	1	4	7
0	3	1	1	5
0	1	5	1	7
1	0	0	0	1
1	1	1	0	3
5	10	9	10	34

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA tel: 951 249 3226 pacific@aimtd.com

DATE:
Tue, May 21, 13

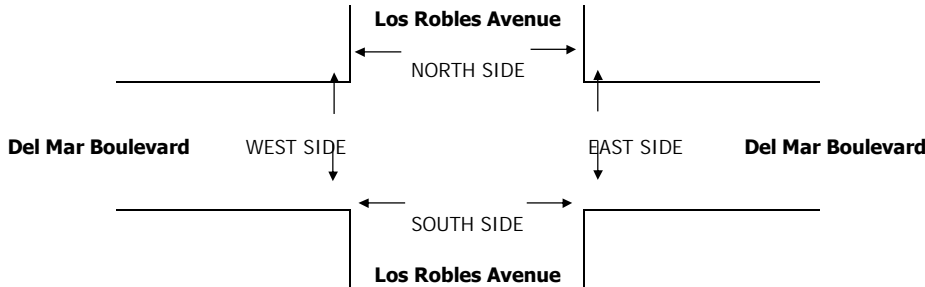
LOCATION: PASADENA
NORTH & SOUTH: Los Robles Avenue
EAST & WEST: Del Mar Boulevard

PROJECT #: SC0183
LOCATION #: 30
CONTROL: SIGNAL

NOTES:	AM PM MD OTHER OTHER	◀ W	▲ N ▼ S	E ▶
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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Los Robles Avenue			Los Robles Avenue			Del Mar Boulevard			Del Mar Boulevard			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	1	1	1	1	1	2	0	1	2	0	

AM	7:00 AM	6	52	11	6	46	14	13	60	2	11	131	12	364
	7:15 AM	11	84	11	8	82	11	11	85	3	19	139	18	482
	7:30 AM	13	94	16	10	91	7	14	89	15	20	190	19	578
	7:45 AM	16	111	21	11	68	8	19	152	25	14	208	24	677
	8:00 AM	16	112	8	23	74	7	18	139	9	21	191	23	641
	8:15 AM	19	121	10	17	58	11	19	153	5	15	193	28	649
	8:30 AM	22	126	13	20	59	5	8	130	2	18	181	30	614
	8:45 AM	15	133	16	12	64	13	13	155	2	12	163	35	633
	VOLUMES	118	833	106	107	542	76	115	963	63	130	1,396	189	4,638
	APPROACH %	11%	79%	10%	15%	75%	10%	10%	84%	6%	8%	81%	11%	
APP/DEPART	1,057	/	1,137	725	/	735	1,141	/	1,176	1,715	/	1,590	0	
BEGIN PEAK HR	7:45 AM													
VOLUMES	73	470	52	71	259	31	64	574	41	68	773	105	2,581	
APPROACH %	12%	79%	9%	20%	72%	9%	9%	85%	6%	7%	82%	11%		
PEAK HR FACTOR	0.924			0.868			0.866			0.961			0.953	
APP/DEPART	595	/	639	361	/	368	679	/	697	946	/	877	0	
PM	4:00 PM	6	83	9	17	82	30	13	201	11	14	151	17	634
	4:15 PM	4	90	15	16	66	11	11	207	6	16	158	10	610
	4:30 PM	5	79	12	21	74	17	17	205	10	15	183	13	651
	4:45 PM	1	93	10	23	84	19	9	186	4	15	155	15	614
	5:00 PM	12	79	17	26	123	26	18	216	12	25	195	35	784
	5:15 PM	6	98	12	22	96	22	10	178	11	14	150	18	637
	5:30 PM	13	97	23	24	77	18	20	261	9	25	183	23	773
	5:45 PM	1	99	15	16	81	17	16	176	12	17	170	17	637
	VOLUMES	48	718	113	165	683	160	114	1,630	75	141	1,345	148	5,340
	APPROACH %	5%	82%	13%	16%	68%	16%	6%	90%	4%	9%	82%	9%	
APP/DEPART	879	/	980	1,008	/	899	1,819	/	1,908	1,634	/	1,553	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	32	373	67	88	377	83	64	831	44	81	698	93	2,831	
APPROACH %	7%	79%	14%	16%	69%	15%	7%	88%	5%	9%	80%	11%		
PEAK HR FACTOR	0.887			0.783			0.809			0.855			0.903	
APP/DEPART	472	/	530	548	/	502	939	/	986	872	/	813	0	



AM	7:00 AM	4	6	1	1	12
	7:15 AM	3	10	2	4	19
	7:30 AM	8	2	8	5	23
	7:45 AM	7	1	3	5	16
	8:00 AM	6	7	1	5	19
	8:15 AM	10	12	9	3	34
	8:30 AM	15	7	4	1	27
	8:45 AM	4	13	8	3	28
TOTAL	57	58	36	27	178	
PM	4:00 PM	2	2	0	2	6
	4:15 PM	3	1	0	2	6
	4:30 PM	7	4	5	7	23
	4:45 PM	4	8	2	2	16
	5:00 PM	4	8	7	5	24
	5:15 PM	5	9	8	6	28
	5:30 PM	7	11	10	7	35
	5:45 PM	4	3	8	0	15
TOTAL	36	46	40	31	153	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
4	6	1	1	12
3	10	2	4	19
8	2	8	5	23
7	1	3	5	16
6	7	1	5	19
10	12	9	3	34
15	7	4	1	27
4	13	8	3	28
57	58	36	27	178
2	2	0	2	6
3	1	0	2	6
7	4	5	7	23
4	8	2	2	16
4	8	7	5	24
5	9	8	6	28
7	11	10	7	35
4	3	8	0	15
36	46	40	31	153

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
4	5	0	1	10
3	8	2	4	17
7	2	6	2	17
5	1	1	5	12
6	6	1	5	18
8	7	7	3	25
14	6	4	1	25
2	12	7	2	23
49	47	28	23	147
2	2	0	2	6
1	1	0	0	2
5	4	4	6	19
4	7	2	2	15
2	5	6	2	15
4	8	6	6	24
4	9	9	6	28
3	2	7	0	12
25	38	34	24	121

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	1	1	0	2
0	2	0	0	2
1	0	2	3	6
2	0	2	0	4
0	1	0	0	1
2	5	2	0	9
1	1	0	0	2
2	1	1	1	5
8	11	8	4	31
0	0	0	0	0
2	0	0	2	4
2	0	1	1	4
0	1	0	0	1
2	3	1	3	9
1	1	2	0	4
3	2	1	1	7
1	1	1	0	3
FINAL	1	JUNE 206	2014	32

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA tel: 951 249 3226 pacific@aimtd.com

DATE:
Tue, May 21, 13

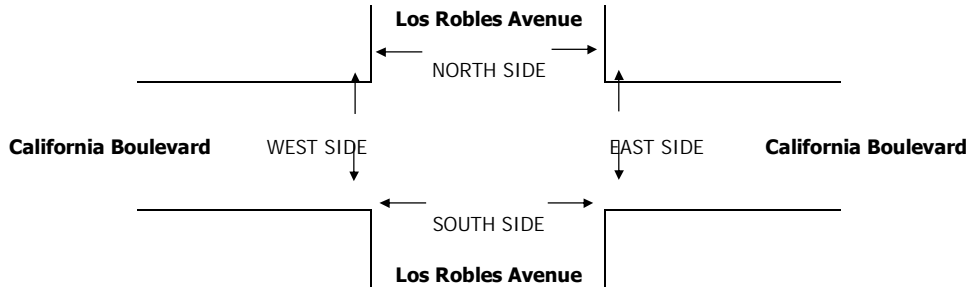
LOCATION: PASADENA
NORTH & SOUTH: Los Robles Avenue
EAST & WEST: California Boulevard

PROJECT #: SC0183
LOCATION #: 31
CONTROL: SIGNAL

NOTES:	AM PM MD OTHER OTHER	◀ W	▲ N ▼ S	E ▶
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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Los Robles Avenue			Los Robles Avenue			California Boulevard			California Boulevard			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	1	0	1	1	1	2	0	1	2	0	

AM	7:00 AM	3	44	13	3	65	15	8	60	2	3	154	3	373
	7:15 AM	8	67	10	10	74	15	15	95	7	0	180	12	493
	7:30 AM	8	87	23	5	107	16	9	115	4	2	201	14	591
	7:45 AM	15	109	30	6	90	18	16	195	2	3	226	20	730
	8:00 AM	7	88	19	10	87	23	17	164	10	1	197	19	642
	8:15 AM	8	100	26	7	73	15	15	146	7	3	198	29	627
	8:30 AM	11	110	35	2	78	29	16	145	7	5	168	21	627
	8:45 AM	6	108	29	9	62	14	17	137	1	2	222	22	629
	VOLUMES	66	713	185	52	636	145	113	1,057	40	19	1,546	140	4,712
	APPROACH %	7%	74%	19%	6%	76%	17%	9%	87%	3%	1%	91%	8%	
APP/DEPART	964	/	966	833	/	695	1,210	/	1,294	1,705	/	1,757	0	
BEGIN PEAK HR	7:45 AM													
VOLUMES	41	407	110	25	328	85	64	650	26	12	789	89	2,626	
APPROACH %	7%	73%	20%	6%	75%	19%	9%	88%	4%	1%	89%	10%		
PEAK HR FACTOR	0.894			0.913			0.869			0.894			0.899	
APP/DEPART	558	/	560	438	/	366	740	/	785	890	/	915	0	
PM	4:00 PM	5	80	26	7	83	13	13	222	9	4	155	6	623
	4:15 PM	5	81	19	6	64	10	17	229	11	4	124	6	576
	4:30 PM	5	69	22	9	66	8	21	229	10	4	152	18	613
	4:45 PM	8	78	29	9	72	10	24	251	10	2	164	11	668
	5:00 PM	5	78	26	3	104	15	23	278	8	7	176	16	739
	5:15 PM	7	73	36	8	102	17	24	269	12	9	201	11	769
	5:30 PM	9	94	35	3	94	10	21	238	8	5	151	10	678
	5:45 PM	8	90	26	6	75	9	19	237	12	10	166	14	672
	VOLUMES	52	643	219	51	660	92	162	1,953	80	45	1,289	92	5,338
	APPROACH %	6%	70%	24%	6%	82%	11%	7%	89%	4%	3%	90%	6%	
APP/DEPART	914	/	897	803	/	785	2,195	/	2,223	1,426	/	1,433	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	29	335	123	20	375	51	87	1,022	40	31	694	51	2,858	
APPROACH %	6%	69%	25%	4%	84%	11%	8%	89%	3%	4%	89%	7%		
PEAK HR FACTOR	0.882			0.878			0.930			0.878			0.929	
APP/DEPART	487	/	473	446	/	446	1,149	/	1,165	776	/	774	0	



AM	7:00 AM	7	4	2	1	14
	7:15 AM	7	8	4	4	23
	7:30 AM	4	3	6	1	14
	7:45 AM	4	13	4	6	27
	8:00 AM	9	9	1	6	25
	8:15 AM	2	7	5	1	15
	8:30 AM	2	4	2	3	11
	8:45 AM	5	7	2	0	14
TOTAL	40	55	26	22	143	
PM	4:00 PM	4	6	1	1	12
	4:15 PM	5	1	2	1	9
	4:30 PM	7	6	0	3	16
	4:45 PM	7	2	2	1	12
	5:00 PM	4	6	4	3	17
	5:15 PM	3	7	1	0	11
	5:30 PM	6	6	3	2	17
	5:45 PM	2	9	2	2	15
TOTAL	38	43	15	13	109	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7	4	2	1	14
7	8	4	4	23
4	3	6	1	14
4	13	4	6	27
9	9	1	6	25
2	7	5	1	15
2	4	2	3	11
5	7	2	0	14
40	55	26	22	143
4	6	1	1	12
5	1	2	1	9
7	6	0	3	16
7	2	2	1	12
4	6	4	3	17
3	7	1	0	11
6	6	3	2	17
2	9	2	2	15
38	43	15	13	109

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
4	3	1	0	8
6	7	4	3	20
3	3	6	1	13
3	12	4	5	24
8	7	1	5	21
1	5	5	0	11
1	3	1	3	8
3	6	2	0	11
29	46	24	17	116
3	4	0	1	8
3	1	0	1	5
3	5	0	2	10
3	2	2	1	8
2	3	1	2	8
2	4	1	0	7
6	3	2	2	13
2	7	2	1	12
24	29	8	10	71

BICYCLE CROSSINGS					
NS	SS	ES	WS	TOTAL	
3	1	1	1	6	
1	1	0	1	3	
1	0	0	0	1	
1	1	0	1	3	
1	2	0	1	4	
1	2	0	1	4	
1	1	1	0	3	
2	1	0	0	3	
11	9	2	5	27	
1	2	1	0	4	
2	0	2	0	4	
4	1	0	1	6	
4	0	0	0	4	
2	3	3	1	9	
1	3	0	0	4	
0	3	1	0	4	
0	2	0	1	3	
FINAL	14	JUNE 20	7	2014	38

INTERSECTION TURNING MOVEMENT COUNTS

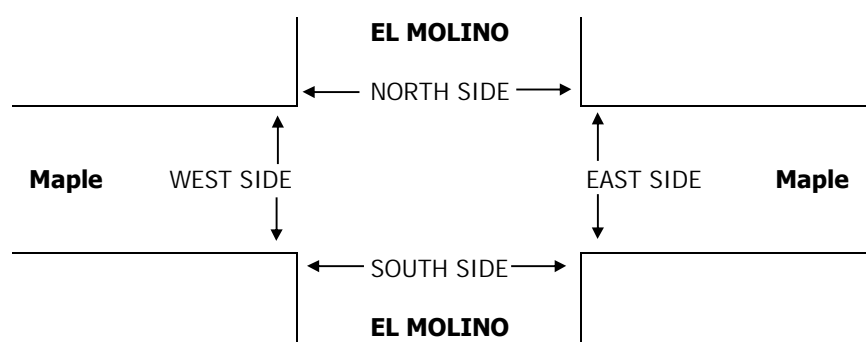
PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE: 5/21/13 TUESDAY	LOCATION: NORTH & SOUTH: EL MOLINO EAST & WEST: Maple	PASADENA EL MOLINO Maple	PROJECT #: SC0183 LOCATION #: 32 CONTROL: SIGNAL
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NOTES:	AM	PM	MD	OTHER	OTHER	▲ N	◀ W	S ▼	E ▶
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	EL MOLINO			EL MOLINO			Maple			Maple			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	x	x	2	1	x	x	x	0	2	0	

AM	7:00 AM	4	6	0	0	24	8	0	0	0	21	56	6	125
	7:15 AM	5	12	0	0	55	13	0	0	0	23	98	3	209
	7:30 AM	7	21	0	0	54	11	0	0	0	22	85	7	207
	7:45 AM	9	26	0	0	90	13	0	0	0	26	103	6	273
	8:00 AM	9	37	0	0	57	15	0	0	0	30	118	9	275
	8:15 AM	7	33	0	0	68	13	0	0	0	36	124	5	286
	8:30 AM	9	28	0	0	61	10	0	0	0	27	127	2	264
	8:45 AM	8	30	0	0	60	12	0	0	0	34	155	2	301
	VOLUMES	58	193	0	0	469	95	0	0	0	219	866	40	1,940
	APPROACH %	23%	77%	0%	0%	83%	17%	0%	0%	0%	19%	77%	4%	
APP/DEPART	251	/	233	564	/	688	0	/	0	1,125	/	1,019	0	
BEGIN PEAK HR	8:00 AM													
VOLUMES	33	128	0	0	246	50	0	0	0	127	524	18	1,126	
APPROACH %	20%	80%	0%	0%	83%	17%	0%	0%	0%	19%	78%	3%		
PEAK HR FACTOR	0.875			0.914			0.000			0.876			0.935	
APP/DEPART	161	/	146	296	/	373	0	/	0	669	/	607	0	
PM	4:00 PM	19	56	0	0	32	6	0	0	0	17	67	9	206
	4:15 PM	17	53	0	0	33	7	0	0	0	10	115	13	248
	4:30 PM	15	82	0	0	38	9	0	0	0	21	106	9	280
	4:45 PM	10	73	0	0	40	5	0	0	0	18	105	11	262
	5:00 PM	24	82	0	0	25	6	0	0	0	32	101	6	276
	5:15 PM	23	87	0	0	29	7	0	0	0	28	130	14	318
	5:30 PM	17	64	0	0	37	3	0	0	0	27	105	9	262
	5:45 PM	16	76	0	0	41	8	0	0	0	25	116	10	292
	VOLUMES	141	573	0	0	275	51	0	0	0	178	845	81	2,144
	APPROACH %	20%	80%	0%	0%	84%	16%	0%	0%	0%	16%	77%	7%	
APP/DEPART	714	/	654	326	/	453	0	/	0	1,104	/	1,037	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	80	309	0	0	132	24	0	0	0	112	452	39	1,148	
APPROACH %	21%	79%	0%	0%	85%	15%	0%	0%	0%	19%	75%	6%		
PEAK HR FACTOR	0.884			0.796			0.000			0.876			0.903	
APP/DEPART	389	/	348	156	/	244	0	/	0	603	/	556	0	



INTERSECTION TURNING MOVEMENT COUNTS

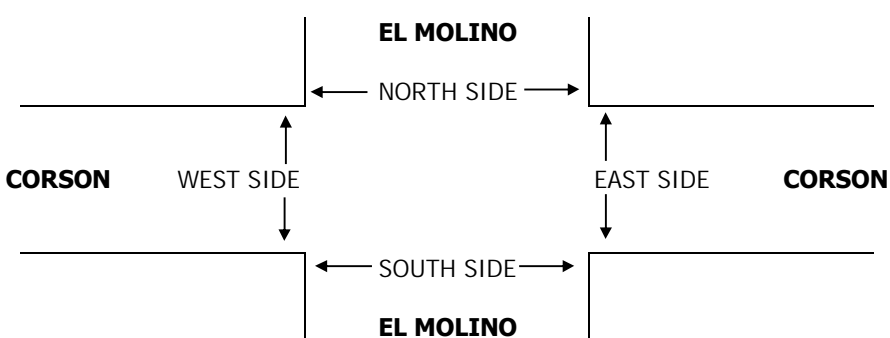
PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE: 5/21/13 TUESDAY	LOCATION: NORTH & SOUTH: EL MOLINO EAST & WEST: CORSON	PASADENA EL MOLINO CORSON	PROJECT #: SC0183 LOCATION #: 33 CONTROL: SIGNAL
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NOTES:	AM PM MD OTHER OTHER	◀ W S ▶	▲ N S ▼	E ▶
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	EL MOLINO			EL MOLINO			CORSON			CORSON			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	1	1	1	2	X	0	2	0	X	X	X	

AM	7:00 AM		11	10	8	36		1	53	6				125
	7:15 AM		16	9	20	58		3	58	9				173
	7:30 AM		24	16	14	62		4	73	9				202
	7:45 AM		29	16	23	95		6	72	17				258
	8:00 AM		38	13	14	75		8	58	11				217
	8:15 AM		37	6	21	81		5	67	17				234
	8:30 AM		28	9	20	67		8	66	16				214
	8:45 AM		32	6	17	75		8	71	13				222
	VOLUMES	0	215	85	137	549	0	43	518	98	0	0	0	1,645
	APPROACH %	0%	72%	28%	20%	80%	0%	7%	79%	15%	0%	0%	0%	
APP/DEPART	300	/	258	686	/	647	659	/	740	0	/	0	0	
BEGIN PEAK HR	7:45 AM													
VOLUMES	0	132	44	78	318	0	27	263	61	0	0	0	923	
APPROACH %	0%	75%	25%	20%	80%	0%	8%	75%	17%	0%	0%	0%		
PEAK HR FACTOR	0.863			0.839			0.924			0.000			0.894	
APP/DEPART	176	/	159	396	/	379	351	/	385	0	/	0	0	
PM	4:00 PM		66	12	9	38		8	164	10				307
	4:15 PM		55	12	4	39		14	157	6				287
	4:30 PM		80	10	10	48		17	165	18				348
	4:45 PM		64	13	12	47		18	147	13				314
	5:00 PM		84	31	10	45		22	195	10				397
	5:15 PM		89	15	7	49		20	182	11				373
	5:30 PM		62	10	18	45		19	173	12				339
	5:45 PM		78	14	2	63		13	146	18				334
	VOLUMES	0	578	117	72	374	0	131	1,329	98	0	0	0	2,699
	APPROACH %	0%	83%	17%	16%	84%	0%	8%	85%	6%	0%	0%	0%	
APP/DEPART	695	/	709	446	/	472	1,558	/	1,518	0	/	0	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	0	313	70	37	202	0	74	696	51	0	0	0	1,443	
APPROACH %	0%	82%	18%	15%	85%	0%	9%	85%	6%	0%	0%	0%		
PEAK HR FACTOR	0.833			0.919			0.904			0.000			0.909	
APP/DEPART	383	/	387	239	/	253	821	/	803	0	/	0	0	



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA tel: 951 249 3226 pacific@aimtd.com

DATE:
Tue, May 21, 13

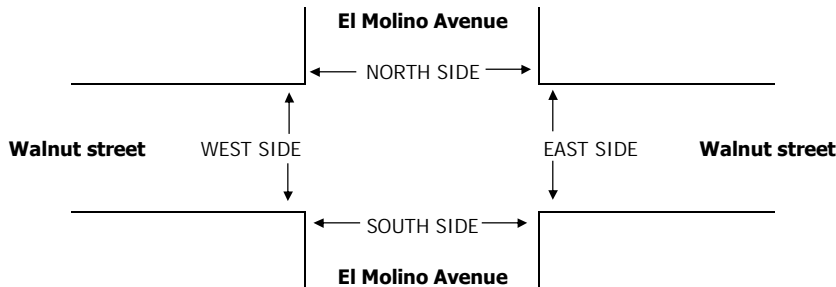
LOCATION:
NORTH & SOUTH: **PASADENA**
EAST & WEST: **El Molino Avenue**
Walnut street

PROJECT #: SC0183
LOCATION #: 34
CONTROL: SIGNAL

NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	El Molino Avenue			El Molino Avenue			Walnut street			Walnut street			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	1	2	0	1	2	0	

AM	7:00 AM	0	15	5	1	33	14	4	33	8	6	68	2	189
	7:15 AM	0	19	3	1	51	17	3	51	15	6	90	2	258
	7:30 AM	1	28	2	0	68	17	3	63	6	9	124	2	323
	7:45 AM	1	37	3	1	87	26	2	87	15	15	193	5	472
	8:00 AM	2	44	2	1	74	18	6	87	15	13	162	5	429
	8:15 AM	2	29	3	1	86	20	2	88	19	7	139	9	405
	8:30 AM	3	28	5	4	66	20	2	92	13	10	144	3	390
	8:45 AM	1	28	3	2	67	26	4	97	10	11	137	4	390
	VOLUMES	10	228	26	11	532	158	26	598	101	77	1,057	32	2,856
	APPROACH %	4%	86%	10%	2%	76%	23%	4%	82%	14%	7%	91%	3%	
APP/DEPART	264	/	286	701	/	710	725	/	635	1,166	/	1,225	0	
BEGIN PEAK HR	7:45 AM													
VOLUMES	8	138	13	7	313	84	12	354	62	45	638	22	1,696	
APPROACH %	5%	87%	8%	2%	77%	21%	3%	83%	14%	6%	90%	3%		
PEAK HR FACTOR	0.828			0.886			0.982			0.827			0.898	
APP/DEPART	159	/	172	404	/	420	428	/	374	705	/	730	0	
PM	4:00 PM	2	52	19	3	37	17	9	207	12	11	137	13	519
	4:15 PM	2	41	11	2	33	7	8	210	12	6	108	15	455
	4:30 PM	1	61	11	3	66	11	8	208	8	10	134	10	531
	4:45 PM	2	48	15	6	43	13	9	179	16	9	152	12	504
	5:00 PM	5	72	18	2	38	22	13	208	15	6	148	16	563
	5:15 PM	5	77	11	6	51	20	9	188	22	17	178	16	600
	5:30 PM	4	48	11	1	52	8	8	190	17	10	178	17	544
	5:45 PM	4	60	10	4	48	21	5	126	12	10	138	16	454
	VOLUMES	25	459	106	27	368	119	69	1,516	114	79	1,173	115	4,170
	APPROACH %	4%	78%	18%	5%	72%	23%	4%	89%	7%	6%	86%	8%	
APP/DEPART	590	/	643	514	/	561	1,699	/	1,649	1,367	/	1,317	0	
BEGIN PEAK HR	4:45 PM													
VOLUMES	16	245	55	15	184	63	39	765	70	42	656	61	2,211	
APPROACH %	5%	78%	17%	6%	70%	24%	4%	88%	8%	6%	86%	8%		
PEAK HR FACTOR	0.832			0.851			0.926			0.899			0.921	
APP/DEPART	316	/	345	262	/	296	874	/	835	759	/	735	0	



AM	7:00 AM	0	0	4	0	4
	7:15 AM	0	0	1	2	3
	7:30 AM	2	5	0	5	12
	7:45 AM	0	9	4	4	17
	8:00 AM	0	4	13	3	20
	8:15 AM	0	8	6	4	18
	8:30 AM	1	8	3	8	20
	8:45 AM	2	3	5	6	16
TOTAL	5	37	36	32	110	
PM	4:00 PM	0	3	3	3	9
	4:15 PM	0	3	14	5	22
	4:30 PM	0	5	13	6	24
	4:45 PM	1	4	9	7	21
	5:00 PM	0	8	9	6	23
	5:15 PM	3	7	8	5	23
	5:30 PM	1	7	3	6	17
	5:45 PM	0	5	10	2	17
TOTAL	5	42	69	40	156	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	4	0	4
0	0	1	2	3
2	5	0	5	12
0	9	4	4	17
0	4	13	3	20
0	8	6	4	18
1	8	3	8	20
2	3	5	6	16
5	37	36	32	110
0	3	3	3	9
0	3	14	5	22
0	5	13	6	24
1	4	9	7	21
0	8	9	6	23
3	7	8	5	23
1	7	3	6	17
0	5	10	2	17
5	42	69	40	156

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	3	0	3
0	0	1	2	3
2	4	0	1	7
0	7	3	4	14
0	2	11	1	14
0	8	5	0	13
0	4	2	4	10
0	3	5	2	10
2	28	30	14	74
0	3	2	2	7
0	1	11	3	15
0	4	8	4	16
0	4	7	3	14
0	8	6	6	20
0	4	5	3	12
0	4	2	4	10
0	4	7	0	11
0	32	48	25	105

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	1	0	1
0	0	0	0	0
0	1	0	4	5
0	2	1	0	3
0	2	2	2	6
0	0	1	4	5
1	4	1	4	10
2	0	0	4	6
3	9	6	18	36
0	0	1	1	2
0	2	3	2	7
0	1	5	2	8
1	0	2	4	7
0	0	3	0	3
3	3	3	2	11
1	3	1	2	7
0	1	3	2	6
0	32	48	25	105

INTERSECTION TURNING MOVEMENT COUNTS

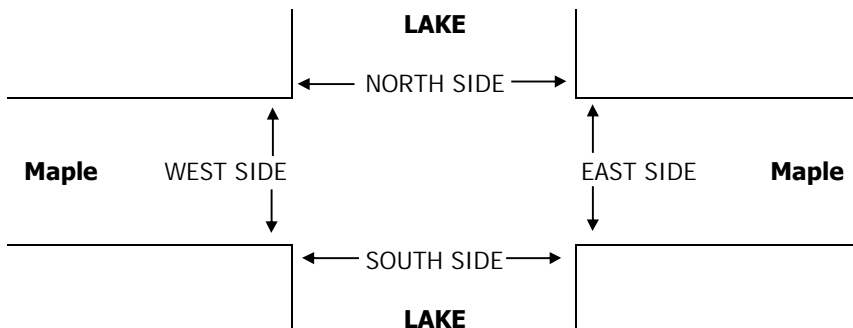
PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE: 5/21/13 TUESDAY	LOCATION: NORTH & SOUTH: PASADENA LAKE EAST & WEST: Maple	PROJECT #: SC0183 LOCATION #: 35 CONTROL: SIGNAL
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NOTES:	AM		▲ N	
	PM			
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

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

AM	7:00 AM	67	114	0	0	139	116	0	0	0	131	127	52	746
	7:15 AM	64	125	0	0	177	137	0	0	0	180	148	58	889
	7:30 AM	90	148	0	0	160	133	0	0	0	140	239	51	961
	7:45 AM	95	164	0	0	191	140	0	0	0	161	230	36	1,017
	8:00 AM	93	174	0	0	208	145	0	0	0	158	232	32	1,042
	8:15 AM	94	156	0	0	158	135	0	0	0	189	244	37	1,013
	8:30 AM	104	155	0	0	160	146	0	0	0	169	238	44	1,016
	8:45 AM	120	162	0	0	175	112	0	0	0	172	234	50	1,025
	VOLUMES	727	1,198	0	0	1,368	1,064	0	0	0	1,300	1,692	360	7,709
	APPROACH %	38%	62%	0%	0%	56%	44%	0%	0%	0%	39%	50%	11%	
APP/DEPART	1,925	/	1,558	2,432	/	2,668	0	/	0	3,352	/	3,483	0	
BEGIN PEAK HR	8:00 AM													
VOLUMES	411	647	0	0	701	538	0	0	0	688	948	163	4,096	
APPROACH %	39%	61%	0%	0%	57%	43%	0%	0%	0%	38%	53%	9%		
PEAK HR FACTOR	0.938			0.877			0.000			0.957			0.983	
APP/DEPART	1,058	/	810	1,239	/	1,389	0	/	0	1,799	/	1,897	0	
PM	4:00 PM	162	300	0	0	165	80	0	0	0	68	83	51	909
	4:15 PM	146	341	0	0	158	102	0	0	0	101	119	49	1,016
	4:30 PM	178	291	0	0	137	102	0	0	0	89	128	59	984
	4:45 PM	167	369	0	0	177	94	0	0	0	131	130	60	1,128
	5:00 PM	170	322	0	0	188	100	0	0	0	88	144	49	1,061
	5:15 PM	169	360	0	0	182	89	0	0	0	103	177	64	1,144
	5:30 PM	168	341	0	0	157	75	0	0	0	118	163	65	1,087
	5:45 PM	176	224	0	0	132	95	0	0	0	134	125	51	937
	VOLUMES	1,336	2,548	0	0	1,296	737	0	0	0	832	1,069	448	8,266
	APPROACH %	34%	66%	0%	0%	64%	36%	0%	0%	0%	35%	46%	19%	
APP/DEPART	3,884	/	2,996	2,033	/	2,128	0	/	0	2,349	/	3,142	0	
BEGIN PEAK HR	4:45 PM													
VOLUMES	674	1,392	0	0	704	358	0	0	0	440	614	238	4,420	
APPROACH %	33%	67%	0%	0%	66%	34%	0%	0%	0%	34%	48%	18%		
PEAK HR FACTOR	0.964			0.922			0.000			0.934			0.966	
APP/DEPART	2,066	/	1,630	1,062	/	1,144	0	/	0	1,292	/	1,646	0	



INTERSECTION TURNING MOVEMENT COUNTS

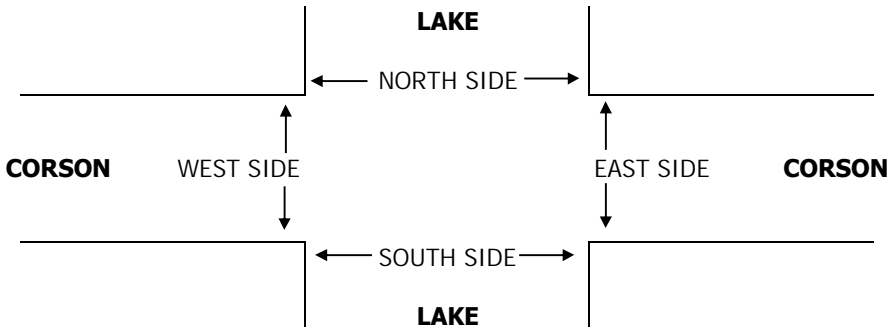
PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE: 5/21/13 TUESDAY	LOCATION: NORTH & SOUTH: PASADENA LAKE EAST & WEST: CORSON	PROJECT #: SC0183 LOCATION #: 36 CONTROL: SIGNAL
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NOTES:	AM	PM	MD	OTHER	OTHER	▲ N	◀ W	S ▼	E ▶
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	4	1	2	3	X	2.5	1	1.5	X	X	X	

AM	7:00 AM		76	46	78	193		104	120	135				752
	7:15 AM		94	65	111	246		95	132	175				918
	7:30 AM		130	61	104	196		106	166	192				955
	7:45 AM		134	72	94	257		124	206	220				1,107
	8:00 AM		154	59	100	268		114	172	250				1,117
	8:15 AM		140	64	83	265		111	195	229				1,087
	8:30 AM		150	82	74	257		111	178	235				1,087
	8:45 AM		162	57	78	267		120	159	222				1,065
	VOLUMES	0	1,040	506	722	1,949	0	885	1,328	1,658	0	0	0	8,088
	APPROACH %	0%	67%	33%	27%	73%	0%	23%	34%	43%	0%	0%	0%	
APP/DEPART	1,546	/	1,925	2,671	/	3,607	3,871	/	2,556	0	/	0	0	
BEGIN PEAK HR	7:45 AM													
VOLUMES	0	578	277	351	1,047	0	460	751	934	0	0	0	4,398	
APPROACH %	0%	68%	32%	25%	75%	0%	21%	35%	44%	0%	0%	0%		
PEAK HR FACTOR	0.921			0.950			0.975			0.000			0.984	
APP/DEPART	855	/	1,038	1,398	/	1,981	2,145	/	1,379	0	/	0	0	
PM	4:00 PM		283	95	51	183		179	304	166				1,261
	4:15 PM		293	90	54	206		194	302	152				1,291
	4:30 PM		288	67	31	195		180	317	147				1,225
	4:45 PM		304	57	63	244		231	268	143				1,310
	5:00 PM		277	84	55	219		215	341	154				1,345
	5:15 PM		318	90	33	251		210	344	162				1,408
	5:30 PM		274	76	45	231		235	321	155				1,337
	5:45 PM		283	81	46	220		117	281	129				1,157
	VOLUMES	0	2,320	640	378	1,749	0	1,561	2,478	1,208	0	0	0	10,334
	APPROACH %	0%	78%	22%	18%	82%	0%	30%	47%	23%	0%	0%	0%	
APP/DEPART	2,960	/	3,881	2,127	/	2,957	5,247	/	3,496	0	/	0	0	
BEGIN PEAK HR	4:45 PM													
VOLUMES	0	1,173	307	196	945	0	891	1,274	614	0	0	0	5,400	
APPROACH %	0%	79%	21%	17%	83%	0%	32%	46%	22%	0%	0%	0%		
PEAK HR FACTOR	0.907			0.929			0.970			0.000			0.959	
APP/DEPART	1,480	/	2,064	1,141	/	1,559	2,779	/	1,777	0	/	0	0	



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA tel: 951 249 3226 pacific@aimtd.com

DATE:
Mon, May 20, 13

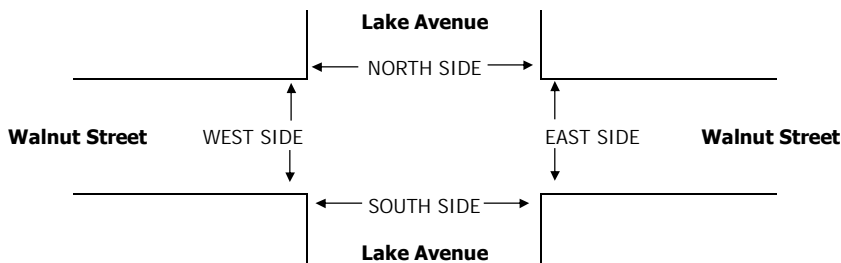
LOCATION:
NORTH & SOUTH: Pasadena
EAST & WEST: Lake Avenue
Walnut Street

PROJECT #: SC0183
LOCATION #: 37
CONTROL: SIGNAL

NOTES:	AM	▲ N	E ►	
	PM			
	MD			◄ W
	OTHER			S

LANES:	NORTHBOUND Lake Avenue			SOUTHBOUND Lake Avenue			EASTBOUND Walnut Street			WESTBOUND Walnut Street			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	1	1	3	0	2	1.5	0.5	1	2	0	

AM	7:00 AM	11	98	9	13	295	21	21	29	7	8	60	9	581
	7:15 AM	8	129	11	27	371	21	23	29	3	13	98	7	740
	7:30 AM	8	145	15	14	355	15	35	30	17	17	122	10	783
	7:45 AM	33	168	14	35	418	21	24	60	13	22	228	16	1,052
	8:00 AM	15	155	13	29	460	28	41	57	12	28	188	12	1,038
	8:15 AM	12	165	15	22	451	22	31	68	14	23	140	14	977
	8:30 AM	17	175	7	26	442	24	40	61	13	19	134	17	975
	8:45 AM	9	170	14	33	421	32	37	67	13	18	132	18	964
	VOLUMES	113	1,205	98	199	3,213	184	252	401	92	148	1,102	103	7,110
	APPROACH %	8%	85%	7%	6%	89%	5%	34%	54%	12%	11%	81%	8%	
	APP/DEPART	1,416	/	1,560	3,596	/	3,453	745	/	698	1,353	/	1,399	0
	BEGIN PEAK HR	7:45 AM												
	VOLUMES	77	663	49	112	1,771	95	136	246	52	92	690	59	4,042
	APPROACH %	10%	84%	6%	6%	90%	5%	31%	57%	12%	11%	82%	7%	
	PEAK HR FACTOR	0.917												
	APP/DEPART	789	/	858	1,978	/	1,915	434	/	407	841	/	862	0
PM	4:00 PM	13	293	31	45	285	15	66	149	15	14	119	25	1,070
	4:15 PM	5	262	29	37	289	27	92	176	13	13	81	30	1,054
	4:30 PM	11	248	20	53	275	12	69	153	15	4	114	35	1,009
	4:45 PM	15	279	24	36	321	31	63	144	19	11	109	20	1,072
	5:00 PM	15	261	32	42	305	24	80	156	17	5	100	24	1,061
	5:15 PM	14	284	24	55	325	29	99	189	7	7	126	27	1,186
	5:30 PM	12	244	19	30	335	21	78	174	5	7	112	33	1,070
	5:45 PM	16	280	30	37	294	22	77	133	9	7	83	13	1,001
	VOLUMES	101	2,151	209	335	2,429	181	624	1,274	100	68	844	207	8,523
	APPROACH %	4%	87%	8%	11%	82%	6%	31%	64%	5%	6%	75%	18%	
	APP/DEPART	2,461	/	2,982	2,945	/	2,597	1,998	/	1,818	1,119	/	1,126	0
	BEGIN PEAK HR	4:45 PM												
	VOLUMES	56	1,068	99	163	1,286	105	320	663	48	30	447	104	4,389
	APPROACH %	5%	87%	8%	10%	83%	7%	31%	64%	5%	5%	77%	18%	
	PEAK HR FACTOR	0.950												
	APP/DEPART	1,223	/	1,492	1,554	/	1,364	1,031	/	925	581	/	608	0



AM	7:00 AM	11	98	9	13	295	21	21	29	7	8	60	9	581
	7:15 AM	8	129	11	27	371	21	23	29	3	13	98	7	740
	7:30 AM	8	145	15	14	355	15	35	30	17	17	122	10	783
	7:45 AM	33	168	14	35	418	21	24	60	13	22	228	16	1,052
	8:00 AM	15	155	13	29	460	28	41	57	12	28	188	12	1,038
	8:15 AM	12	165	15	22	451	22	31	68	14	23	140	14	977
	8:30 AM	17	175	7	26	442	24	40	61	13	19	134	17	975
	8:45 AM	9	170	14	33	421	32	37	67	13	18	132	18	964
	TOTAL	113	1,205	98	199	3,213	184	252	401	92	148	1,102	103	7,110
PM	4:00 PM	13	293	31	45	285	15	66	149	15	14	119	25	1,070
	4:15 PM	5	262	29	37	289	27	92	176	13	13	81	30	1,054
	4:30 PM	11	248	20	53	275	12	69	153	15	4	114	35	1,009
	4:45 PM	15	279	24	36	321	31	63	144	19	11	109	20	1,072
	5:00 PM	15	261	32	42	305	24	80	156	17	5	100	24	1,061
	5:15 PM	14	284	24	55	325	29	99	189	7	7	126	27	1,186
	5:30 PM	12	244	19	30	335	21	78	174	5	7	112	33	1,070
	5:45 PM	16	280	30	37	294	22	77	133	9	7	83	13	1,001
	TOTAL	101	2,151	209	335	2,429	181	624	1,274	100	68	844	207	8,523

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
2	6	10	10	28
10	5	15	3	33
7	6	13	13	39
11	8	15	21	55
4	11	12	15	42
12	7	12	19	50
8	22	10	29	69
6	8	8	17	39
60	73	95	127	355

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
2	6	9	7	24
10	5	14	3	32
7	6	11	8	32
10	6	12	19	47
4	9	12	13	38
11	7	8	19	45
7	19	9	28	63
5	8	7	14	34
56	66	82	111	315

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	1	3	4
0	0	1	0	1
0	0	2	5	7
1	2	3	2	8
0	2	0	2	4
1	0	4	0	5
1	3	1	1	6
1	0	1	3	5
4	7	13	16	40

INTERSECTION TURNING MOVEMENT COUNTS

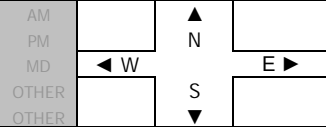
PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:
5/16/13
THURSDAY

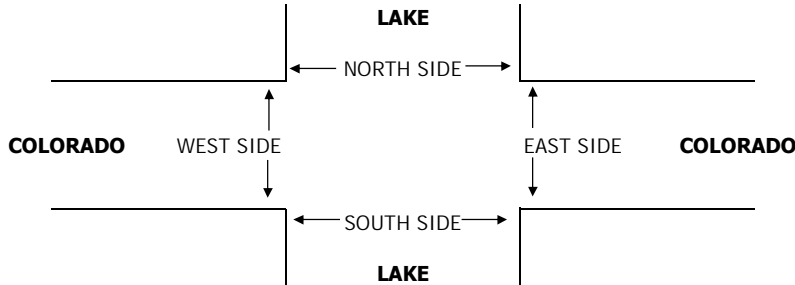
LOCATION: PASADENA
NORTH & SOUTH: LAKE
EAST & WEST: COLORADO

PROJECT #: SC0183
LOCATION #: 15
CONTROL: SIGNAL

NOTES:



		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS					
		LAKE			LAKE			COLORADO			COLORADO				NB	SB	EB	WB	TTL	
LANES:		NL 1	NT 3	NR 0	SL 1	ST 2	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1		X	X	X	X		
AM	7:00 AM	17	96	9	12	191	29	15	35	5	22	55	10	496	0	0	0		0	
	7:15 AM	10	136	10	16	192	32	25	41	12	21	71	18	584	0	0	0		0	
	7:30 AM	12	147	8	20	231	31	28	57	9	22	100	20	685	0	0	0		0	
	7:45 AM	25	186	15	21	253	50	33	50	13	22	115	12	795	0	0	0		0	
	8:00 AM	28	190	15	24	258	60	25	39	9	16	141	28	833	0	0	0		0	
	8:15 AM	22	176	13	26	232	46	27	59	15	24	104	29	773	0	0	0		0	
	8:30 AM	27	185	9	28	219	34	36	53	12	22	126	35	786	0	1	0		1	
	8:45 AM	26	164	4	42	225	42	45	57	13	28	141	33	820	1	0	0		1	
	VOLUMES		167	1,280	83	189	1,801	324	234	391	88	177	853	185	5,772	1	1	0	0	2
	APPROACH %		11%	84%	5%	8%	78%	14%	33%	55%	12%	15%	70%	15%						
	APP/DEPART		1,530	/	1,699	2,314	/	2,066	713	/	663	1,215	/	1,344	0					
	BEGIN PEAK HR		8:00 AM																	
	VOLUMES		103	715	41	120	934	182	133	208	49	90	512	125	3,212					
APPROACH %		12%	83%	5%	10%	76%	15%	34%	53%	13%	12%	70%	17%							
PEAK HR FACTOR		0.922			0.904			0.848			0.900			0.964						
APP/DEPART		859	/	973	1,236	/	1,073	390	/	369	727	/	797	0						
PM	4:00 PM	27	221	25	52	176	62	48	165	25	23	108	51	983	0	1	0		1	
	4:15 PM	33	193	25	43	177	36	36	140	36	29	119	35	902	1	1	1		3	
	4:30 PM	38	224	21	49	184	41	38	166	28	23	136	48	996	1	0	0		1	
	4:45 PM	28	247	22	39	206	60	47	163	36	32	126	39	1,045	0	0	0		0	
	5:00 PM	27	237	24	54	203	57	51	149	31	20	153	46	1,052	1	0	0		1	
	5:15 PM	36	199	16	68	221	64	42	177	43	23	144	36	1,069	1	0	0		1	
	5:30 PM	35	246	36	65	238	51	52	165	24	17	124	69	1,122	1	0	1		2	
	5:45 PM	28	210	25	41	234	51	37	132	29	16	122	26	951	1	0	0		1	
	VOLUMES		252	1,777	194	411	1,639	422	351	1,257	252	183	1,032	350	8,120	6	2	2	0	10
	APPROACH %		11%	80%	9%	17%	66%	17%	19%	68%	14%	12%	66%	22%						
	APP/DEPART		2,223	/	2,478	2,472	/	2,074	1,860	/	1,862	1,565	/	1,706	0					
	BEGIN PEAK HR		4:45 PM																	
	VOLUMES		126	929	98	226	868	232	192	654	134	92	547	190	4,288					
APPROACH %		11%	81%	8%	17%	65%	17%	20%	67%	14%	11%	66%	23%							
PEAK HR FACTOR		0.909			0.936			0.935			0.946			0.955						
APP/DEPART		1,153	/	1,311	1,326	/	1,094	980	/	978	829	/	905	0						



AM	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
TOTAL	
PM	4:00 PM
	4:15 PM
	4:30 PM
	4:45 PM
	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
TOTAL	

PEDESTRIAN + BIKE CROSSINGS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
5	7	3	4	19	
5	8	4	4	21	
7	2	3	9	21	
14	13	7	14	48	
16	11	8	9	44	
11	18	5	12	46	
11	7	5	6	29	
16	6	4	4	30	
85	72	39	62	258	
27	25	22	20	94	
29	20	9	18	76	
38	21	31	47	137	
36	17	12	19	84	
34	6	12	19	71	
47	19	18	48	132	
35	20	15	30	100	
40	13	14	26	93	
286	141	133	227	787	

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
4	5	2	4	15
5	8	3	3	19
4	2	3	8	17
13	12	6	12	43
14	9	7	8	38
10	15	4	11	40
10	5	4	5	24
14	6	4	4	28
74	62	33	55	224
26	22	22	20	90
26	19	7	16	68
35	20	28	47	130
31	17	10	16	74
32	5	11	16	64
45	18	16	48	127
33	20	14	30	97
38	12	12	25	87
266	133	120	218	737

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
1	2	1	0	4
0	0	1	1	2
3	0	0	1	4
1	1	1	2	5
2	2	1	1	6
1	3	1	1	6
1	2	1	1	5
2	0	0	0	2
11	10	6	7	34
1	3	0	0	4
3	1	2	2	8
3	1	3	0	7
5	0	2	3	10
2	1	1	3	7
2	1	2	0	5
2	0	1	0	3
2	1	2	1	6
FINAL	20 JUNE 20	2014		50

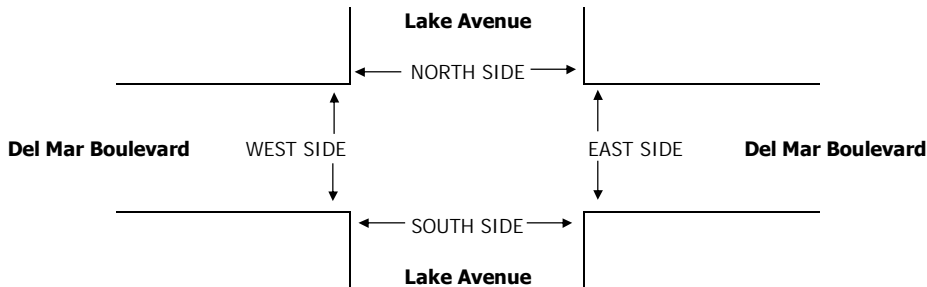
INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA tel: 951 249 3226 pacific@aimtd.com

DATE: Mon, May 20, 13	LOCATION: NORTH & SOUTH: EAST & WEST:	PASADENA Lake Avenue Del Mar Boulevard	PROJECT #: LOCATION #: CONTROL:	SC0183 38 SIGNAL
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NOTES:	AM	PM	MD	OTHER	OTHER	▲ N	▶ E
						◀ W	▶ E
						S	▼

	NORTHBOUND Lake Avenue			SOUTHBOUND Lake Avenue			EASTBOUND Del Mar Boulevard			WESTBOUND Del Mar Boulevard			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	1	2	0	1	2	1	1	2	1	1	2	1	
AM													
7:00 AM	13	77	10	10	86	21	27	35	9	18	101	8	415
7:15 AM	11	80	12	16	98	34	17	71	13	18	130	18	518
7:30 AM	16	115	11	13	114	45	28	95	10	18	198	28	691
7:45 AM	26	127	20	23	113	59	25	116	20	16	233	38	816
8:00 AM	20	144	15	20	79	42	32	109	20	16	248	32	777
8:15 AM	21	157	21	21	110	58	36	106	24	14	219	39	826
8:30 AM	23	129	14	19	90	49	30	109	12	17	184	32	708
8:45 AM	17	132	16	18	101	29	31	95	15	12	165	25	656
VOLUMES	147	961	119	140	791	337	226	736	123	129	1,478	220	5,407
APPROACH %	12%	78%	10%	11%	62%	27%	21%	68%	11%	7%	81%	12%	
APP/DEPART	1,227	/	1,407	1,268	/	1,043	1,085	/	995	1,827	/	1,962	0
BEGIN PEAK HR	7:45 AM												
VOLUMES	90	557	70	83	392	208	123	440	76	63	884	141	3,127
APPROACH %	13%	78%	10%	12%	57%	30%	19%	69%	12%	6%	81%	13%	
PEAK HR FACTOR	0.901												
APP/DEPART	717	/	821	683	/	531	639	/	593	1,088	/	1,182	0
PM													
4:00 PM	20	122	26	39	142	41	39	197	27	21	131	28	833
4:15 PM	24	112	34	42	134	43	32	196	23	15	113	26	794
4:30 PM	14	127	23	43	151	39	24	200	35	24	135	19	834
4:45 PM	27	141	33	41	143	24	32	194	27	28	110	23	823
5:00 PM	27	106	24	53	135	27	28	211	28	33	139	32	843
5:15 PM	22	117	30	58	159	23	26	223	34	26	127	16	861
5:30 PM	22	135	25	41	135	37	25	216	22	14	137	36	845
5:45 PM	23	134	30	51	158	38	32	206	23	16	143	24	878
VOLUMES	179	994	225	368	1,157	272	238	1,643	219	177	1,035	204	6,711
APPROACH %	13%	71%	16%	20%	64%	15%	11%	78%	10%	13%	73%	14%	
APP/DEPART	1,398	/	1,436	1,797	/	1,553	2,100	/	2,236	1,416	/	1,486	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	94	492	109	203	587	125	111	856	107	89	546	108	3,427
APPROACH %	14%	71%	16%	22%	64%	14%	10%	80%	10%	12%	73%	15%	
PEAK HR FACTOR	0.929												
APP/DEPART	695	/	711	915	/	783	1,074	/	1,168	743	/	765	0



AM	7:00 AM	1	1	4	7	13					
	7:15 AM	4	10	8	12	34					
	7:30 AM	0	2	2	1	5					
	7:45 AM	15	8	14	15	52					
	8:00 AM	9	14	16	15	54					
	8:15 AM	0	13	14	17	44					
	8:30 AM	3	21	13	12	49					
	8:45 AM	0	0	0	0	0					
	TOTAL	32	69	71	79	251					
PM	4:00 PM	15	13	20	18	66					
	4:15 PM	17	20	20	19	76					
	4:30 PM	16	15	19	18	68					
	4:45 PM	11	26	32	13	82					
	5:00 PM	13	20	39	22	94					
	5:15 PM	16	24	43	13	96					
	5:30 PM	19	33	45	36	133					
	5:45 PM	17	29	27	24	97					
	TOTAL	124	180	245	163	712					

PEDESTRIAN + BIKE CROSSINGS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
1	1	4	7	13	
4	10	8	12	34	
0	2	2	1	5	
15	8	14	15	52	
9	14	16	15	54	
0	13	14	17	44	
3	21	13	12	49	
0	0	0	0	0	
32	69	71	79	251	
15	13	20	18	66	
17	20	20	19	76	
16	15	19	18	68	
11	26	32	13	82	
13	20	39	22	94	
16	24	43	13	96	
19	33	45	36	133	
17	29	27	24	97	
124	180	245	163	712	

PEDESTRIAN CROSSINGS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
1	1	4	6	12	
3	10	8	11	32	
0	1	2	1	4	
14	7	13	15	49	
9	14	16	13	52	
0	11	14	15	40	
2	17	12	12	43	
0	0	0	0	0	
29	61	69	73	232	
13	12	19	17	61	
14	20	18	19	71	
14	15	19	18	66	
11	24	29	11	75	
13	15	37	21	86	
12	21	40	12	85	
16	28	40	34	118	
16	25	25	24	90	
109	160	227	156	652	

BICYCLE CROSSINGS					
NS	SS	ES	WS	TOTAL	
0	0	0	1	1	
1	0	0	1	2	
0	1	0	0	1	
1	1	1	0	3	
0	0	0	2	2	
0	2	0	2	4	
1	4	1	0	6	
0	0	0	0	0	
3	8	2	6	19	
2	1	1	1	5	
3	0	2	0	5	
2	0	0	0	2	
0	2	3	2	7	
0	5	2	1	8	
4	3	3	1	11	
3	5	5	2	15	
1	4	2	0	7	
13	15	2	1	31	

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA tel: 951 249 3226 pacific@aimtd.com

DATE:
Tue, May 21, 13

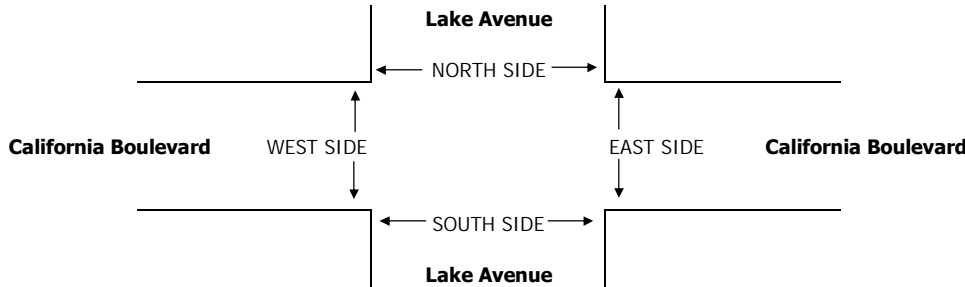
LOCATION:
NORTH & SOUTH: **Pasadena Lake Avenue**
EAST & WEST: **California Boulevard**

PROJECT #:
LOCATION #: 39
CONTROL: SIGNAL

NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Lake Avenue			Lake Avenue			California Boulevard			California Boulevard			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	

AM	7:00 AM	17	58	7	20	72	27	22	34	12	13	90	13	385
	7:15 AM	23	64	12	15	77	37	25	62	22	27	106	11	481
	7:30 AM	39	107	27	23	93	28	14	101	19	16	139	18	624
	7:45 AM	52	123	26	29	94	35	19	140	40	15	150	21	744
	8:00 AM	36	111	19	13	64	33	39	93	28	17	141	23	617
	8:15 AM	34	120	25	21	85	42	36	89	21	19	130	24	646
	8:30 AM	26	95	19	19	87	44	46	90	24	21	131	23	625
	8:45 AM	36	110	19	14	76	35	42	84	24	14	145	21	620
	VOLUMES	263	788	154	154	648	281	243	693	190	142	1,032	154	4,742
	APPROACH %	22%	65%	13%	14%	60%	26%	22%	62%	17%	11%	78%	12%	
APP/DEPART	1,205	/	1,185	1,083	/	980	1,126	/	1,001	1,328	/	1,576	0	
BEGIN PEAK HR	7:45 AM													
VOLUMES	148	449	89	82	330	154	140	412	113	72	552	91	2,632	
APPROACH %	22%	65%	13%	14%	58%	27%	21%	62%	17%	10%	77%	13%		
PEAK HR FACTOR	0.853			0.896			0.835			0.961			0.884	
APP/DEPART	686	/	680	566	/	515	665	/	583	715	/	854	0	
PM	4:00 PM	17	100	28	23	134	60	30	156	24	27	105	11	715
	4:15 PM	12	71	22	24	116	60	44	150	32	13	85	15	644
	4:30 PM	22	91	30	36	109	75	30	163	19	27	98	24	724
	4:45 PM	25	101	23	43	121	83	47	154	28	24	101	13	763
	5:00 PM	39	94	20	29	121	71	30	178	35	24	119	19	779
	5:15 PM	31	88	22	31	128	106	42	181	39	27	119	19	833
	5:30 PM	25	84	29	31	121	78	43	153	17	28	101	19	729
	5:45 PM	30	87	29	29	111	88	47	171	35	21	102	23	773
	VOLUMES	201	716	203	246	961	621	313	1,306	229	191	830	143	5,960
	APPROACH %	18%	64%	18%	13%	53%	34%	17%	71%	12%	16%	71%	12%	
APP/DEPART	1,120	/	1,172	1,828	/	1,381	1,848	/	1,755	1,164	/	1,652	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	125	353	100	120	481	343	162	683	126	100	441	80	3,114	
APPROACH %	22%	61%	17%	13%	51%	36%	17%	70%	13%	16%	71%	13%		
PEAK HR FACTOR	0.944			0.891			0.927			0.941			0.935	
APP/DEPART	578	/	595	944	/	707	971	/	903	621	/	909	0	



AM	7:00 AM	5	7	12	6	30
	7:15 AM	1	10	7	13	31
	7:30 AM	6	5	9	18	38
	7:45 AM	2	7	11	21	41
	8:00 AM	6	8	3	10	27
	8:15 AM	13	6	10	14	43
	8:30 AM	15	12	17	16	60
	8:45 AM	10	11	7	19	47
TOTAL	58	66	76	117	317	
PM	4:00 PM	16	5	9	8	38
	4:15 PM	12	5	14	6	37
	4:30 PM	13	8	12	9	42
	4:45 PM	21	17	12	18	68
	5:00 PM	12	7	9	14	42
	5:15 PM	21	11	14	10	56
	5:30 PM	18	13	11	12	54
	5:45 PM	15	8	18	6	47
TOTAL	128	74	99	83	384	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
4	6	10	5	25
1	9	7	11	28
6	4	9	11	30
1	7	8	14	30
5	8	3	9	25
13	5	8	10	36
15	11	16	13	55
8	11	6	14	39
53	61	67	87	268
14	5	9	7	35
12	4	14	5	35
12	8	11	7	38
16	15	10	11	52
11	7	9	13	40
18	11	10	9	48
18	11	8	11	48
15	8	14	5	42
116	69	85	68	338

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
1	1	2	1	5
0	1	0	2	3
0	1	0	7	8
1	0	3	7	11
1	0	0	1	2
0	1	2	4	7
0	1	1	3	5
2	0	1	5	8
5	5	9	30	49
2	0	0	1	3
0	1	0	1	2
1	0	1	2	4
5	2	2	7	16
1	0	0	1	2
3	0	4	1	8
0	2	3	1	6
0	0	4	1	5

VOLUME

Green St between Oakland Ave & Madison Ave

Day: Tuesday
Date: 5/21/2013City: Pasadena
Project #: CA13_5277_009

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	8,602	0	8,602		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			16	0	16	12:00			162	0	162
00:15			14	0	14	12:15			131	0	131
00:30			8	0	8	12:30			157	0	157
00:45			11	49	11 49	12:45			161	611	161 611
01:00			2	0	2	13:00			123	0	123
01:15			7	0	7	13:15			130	0	130
01:30			12	0	12	13:30			152	0	152
01:45			3	24	3 24	13:45			150	555	150 555
02:00			6	0	6	14:00			145	0	145
02:15			4	0	4	14:15			158	0	158
02:30			2	0	2	14:30			139	0	139
02:45			0	12	0 12	14:45			155	597	155 597
03:00			1	0	1	15:00			193	0	193
03:15			1	0	1	15:15			185	0	185
03:30			1	0	1	15:30			221	0	221
03:45			4	7	4 7	15:45			201	800	201 800
04:00			1	0	1	16:00			188	0	188
04:15			2	0	2	16:15			184	0	184
04:30			1	0	1	16:30			205	0	205
04:45			4	8	4 8	16:45			174	751	174 751
05:00			4	0	4	17:00			228	0	228
05:15			5	0	5	17:15			196	0	196
05:30			8	0	8	17:30			200	0	200
05:45			11	28	11 28	17:45			209	833	209 833
06:00			16	0	16	18:00			195	0	195
06:15			22	0	22	18:15			194	0	194
06:30			25	0	25	18:30			154	0	154
06:45			46	109	46 109	18:45			139	682	139 682
07:00			47	0	47	19:00			118	0	118
07:15			63	0	63	19:15			95	0	95
07:30			86	0	86	19:30			102	0	102
07:45			147	343	147 343	19:45			99	414	99 414
08:00			162	0	162	20:00			75	0	75
08:15			121	0	121	20:15			94	0	94
08:30			134	0	134	20:30			88	0	88
08:45			112	529	112 529	20:45			77	334	77 334
09:00			123	0	123	21:00			69	0	69
09:15			102	0	102	21:15			65	0	65
09:30			116	0	116	21:30			56	0	56
09:45			123	464	123 464	21:45			47	237	47 237
10:00			107	0	107	22:00			41	0	41
10:15			120	0	120	22:15			46	0	46
10:30			110	0	110	22:30			30	0	30
10:45			126	463	126 463	22:45			38	155	38 155
11:00			93	0	93	23:00			18	0	18
11:15			128	0	128	23:15			15	0	15
11:30			138	0	138	23:30			30	0	30
11:45			147	506	147 506	23:45			28	91	28 91
TOTALS			2542		2542	TOTALS			6060		6060
SPLIT %			100.0%		29.6%	SPLIT %			100.0%		70.4%

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	8,602	0	8,602		
AM Peak Hour			11:45		11:45	PM Peak Hour			17:00		17:00
AM Pk Volume			597		597	PM Pk Volume			833		833
Pk Hr Factor			0.921		0.921	Pk Hr Factor			0.913		0.913
7 - 9 Volume	0	0	872	0	872	4 - 6 Volume	0	0	1584	0	1584
7 - 9 Peak Hour			07:45		07:45	4 - 6 Peak Hour			17:00		17:00
7 - 9 Pk Volume	0	0	564	0	564	4 - 6 Pk Volume	0	0	833	0	833
Pk Hr Factor	0.000	0.000	0.870	0.000	0.870	Pk Hr Factor	0.000	0.000	0.913	0.000	0.913

VOLUME

Green St between Los Robles Ave & Oakland Ave

Day: Tuesday
Date: 8/20/2013City: Pasadena
Project #: CA13_5415_001

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	8,860	0	8,860		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			13	0	13	12:00			132	0	132
00:15			10	0	10	12:15			152	0	152
00:30			6	0	6	12:30			141	0	141
00:45			5	34	5 34	12:45			146	571	146 571
01:00			6	0	6	13:00			135	0	135
01:15			5	0	5	13:15			146	0	146
01:30			4	0	4	13:30			140	0	140
01:45			4	19	4 19	13:45			142	563	142 563
02:00			2	0	2	14:00			149	0	149
02:15			2	0	2	14:15			157	0	157
02:30			4	0	4	14:30			142	0	142
02:45			1	9	1 9	14:45			149	597	149 597
03:00			1	0	1	15:00			162	0	162
03:15			3	0	3	15:15			167	0	167
03:30			1	0	1	15:30			171	0	171
03:45			3	8	3 8	15:45			179	679	179 679
04:00			0	0	0	16:00			179	0	179
04:15			3	0	3	16:15			196	0	196
04:30			9	0	9	16:30			192	0	192
04:45			4	16	4 16	16:45			191	758	191 758
05:00			4	0	4	17:00			223	0	223
05:15			15	0	15	17:15			226	0	226
05:30			18	0	18	17:30			205	0	205
05:45			30	67	30 67	17:45			223	877	223 877
06:00			15	0	15	18:00			177	0	177
06:15			27	0	27	18:15			193	0	193
06:30			35	0	35	18:30			171	0	171
06:45			38	115	38 115	18:45			161	702	161 702
07:00			44	0	44	19:00			141	0	141
07:15			63	0	63	19:15			146	0	146
07:30			100	0	100	19:30			129	0	129
07:45			122	329	122 329	19:45			117	533	117 533
08:00			143	0	143	20:00			92	0	92
08:15			150	0	150	20:15			108	0	108
08:30			157	0	157	20:30			91	0	91
08:45			162	612	162 612	20:45			86	377	86 377
09:00			145	0	145	21:00			70	0	70
09:15			120	0	120	21:15			67	0	67
09:30			120	0	120	21:30			76	0	76
09:45			152	537	152 537	21:45			64	277	64 277
10:00			114	0	114	22:00			45	0	45
10:15			113	0	113	22:15			49	0	49
10:30			106	0	106	22:30			32	0	32
10:45			117	450	117 450	22:45			26	152	26 152
11:00			121	0	121	23:00			24	0	24
11:15			115	0	115	23:15			23	0	23
11:30			131	0	131	23:30			12	0	12
11:45			135	502	135 502	23:45			17	76	17 76
TOTALS			2698		2698	TOTALS			6162		6162
SPLIT %			100.0%		30.5%	SPLIT %			100.0%		69.5%

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	8,860	0	8,860		
AM Peak Hour			08:15		08:15	PM Peak Hour			17:00		17:00
AM Pk Volume			614		614	PM Pk Volume			877		877
Pk Hr Factor			0.948		0.948	Pk Hr Factor			0.970		0.970
7 - 9 Volume	0	0	941	0	941	4 - 6 Volume	0	0	1635	0	1635
7 - 9 Peak Hour			08:00		08:00	4 - 6 Peak Hour			17:00		17:00
7 - 9 Pk Volume	0	0	612	0	612	4 - 6 Pk Volume	0	0	877	0	877
Pk Hr Factor	0.000	0.000	0.944	0.000	0.944	Pk Hr Factor	0.000	0.000	0.970	0.000	0.970

VOLUME

Green St between Euclid Ave & Los Robles Ave

Day: Tuesday
Date: 5/21/2013City: Pasadena
Project #: CA13_5277_018

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	11,134	0	11,134		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			22	0	22	12:00			185	0	185
00:15			16	0	16	12:15			147	0	147
00:30			14	0	14	12:30			170	0	170
00:45			17	69	86	12:45			176	678	854
01:00			7	0	7	13:00			177	0	177
01:15			13	0	13	13:15			159	0	159
01:30			11	0	11	13:30			184	0	184
01:45			3	34	37	13:45			200	720	920
02:00			6	0	6	14:00			210	0	210
02:15			2	0	2	14:15			185	0	185
02:30			2	0	2	14:30			179	0	179
02:45			0	10	10	14:45			197	771	968
03:00			1	0	1	15:00			243	0	243
03:15			2	0	2	15:15			255	0	255
03:30			3	0	3	15:30			271	0	271
03:45			5	11	16	15:45			253	1022	1275
04:00			1	0	1	16:00			227	0	227
04:15			3	0	3	16:15			208	0	208
04:30			8	0	8	16:30			246	0	246
04:45			12	24	36	16:45			228	909	1137
05:00			6	0	6	17:00			268	0	268
05:15			7	0	7	17:15			273	0	273
05:30			22	0	22	17:30			268	0	268
05:45			24	59	83	17:45			268	1077	1345
06:00			22	0	22	18:00			257	0	257
06:15			31	0	31	18:15			230	0	230
06:30			33	0	33	18:30			220	0	220
06:45			55	141	196	18:45			209	916	1125
07:00			57	0	57	19:00			204	0	204
07:15			88	0	88	19:15			159	0	159
07:30			120	0	120	19:30			164	0	164
07:45			167	432	600	19:45			151	678	829
08:00			169	0	169	20:00			138	0	138
08:15			125	0	125	20:15			136	0	136
08:30			124	0	124	20:30			125	0	125
08:45			151	569	720	20:45			134	533	667
09:00			133	0	133	21:00			136	0	136
09:15			115	0	115	21:15			146	0	146
09:30			138	0	138	21:30			102	0	102
09:45			158	544	702	21:45			101	485	586
10:00			112	0	112	22:00			80	0	80
10:15			118	0	118	22:15			68	0	68
10:30			120	0	120	22:30			40	0	40
10:45			133	483	616	22:45			46	234	280
11:00			140	0	140	23:00			25	0	25
11:15			147	0	147	23:15			23	0	23
11:30			163	0	163	23:30			43	0	43
11:45			162	612	774	23:45			32	123	155
TOTALS			2988		2988	TOTALS			8146		8146
SPLIT %			100.0%		26.8%	SPLIT %			100.0%		73.2%

DAILY TOTALS					NB	SB	EB	WB	Total	
					0	0	11,134	0	11,134	
AM Peak Hour			11:45		11:45	PM Peak Hour			17:00	17:00
AM Pk Volume			664		664	PM Pk Volume			1077	1077
Pk Hr Factor			0.897		0.897	Pk Hr Factor			0.986	0.986
7 - 9 Volume	0	0	1001	0	1001	4 - 6 Volume	0	0	1986	1986
7 - 9 Peak Hour			07:45		07:45	4 - 6 Peak Hour			17:00	17:00
7 - 9 Pk Volume	0	0	585	0	585	4 - 6 Pk Volume	0	0	1077	1077
Pk Hr Factor	0.000	0.000	0.865	0.000	0.865	Pk Hr Factor	0.000	0.000	0.986	0.986

VOLUME

Green St between Marengo Ave & Euclid Ave

Day: Tuesday
Date: 5/21/2013

City: Pasadena
Project #: CA13_5277_017

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	11,529	0	11,529		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			21	0	21	12:00			174	0	174
00:15			11	0	11	12:15			156	0	156
00:30			10	0	10	12:30			174	0	174
00:45			14	56	14 56	12:45			180	684	180 684
01:00			11	0	11	13:00			186	0	186
01:15			10	0	10	13:15			155	0	155
01:30			8	0	8	13:30			177	0	177
01:45			3	32	3 32	13:45			205	723	205 723
02:00			7	0	7	14:00			202	0	202
02:15			2	0	2	14:15			213	0	213
02:30			2	0	2	14:30			186	0	186
02:45			1	12	1 12	14:45			213	814	213 814
03:00			1	0	1	15:00			250	0	250
03:15			2	0	2	15:15			270	0	270
03:30			2	0	2	15:30			276	0	276
03:45			4	9	4 9	15:45			249	1045	249 1045
04:00			2	0	2	16:00			233	0	233
04:15			3	0	3	16:15			244	0	244
04:30			12	0	12	16:30			254	0	254
04:45			26	43	26 43	16:45			251	982	251 982
05:00			10	0	10	17:00			281	0	281
05:15			12	0	12	17:15			279	0	279
05:30			27	0	27	17:30			270	0	270
05:45			30	79	30 79	17:45			263	1093	263 1093
06:00			30	0	30	18:00			252	0	252
06:15			33	0	33	18:15			239	0	239
06:30			40	0	40	18:30			233	0	233
06:45			61	164	61 164	18:45			204	928	204 928
07:00			60	0	60	19:00			202	0	202
07:15			104	0	104	19:15			170	0	170
07:30			144	0	144	19:30			192	0	192
07:45			186	494	186 494	19:45			162	726	162 726
08:00			188	0	188	20:00			137	0	137
08:15			160	0	160	20:15			126	0	126
08:30			143	0	143	20:30			109	0	109
08:45			158	649	158 649	20:45			129	501	129 501
09:00			138	0	138	21:00			122	0	122
09:15			126	0	126	21:15			136	0	136
09:30			136	0	136	21:30			101	0	101
09:45			153	553	153 553	21:45			109	468	109 468
10:00			137	0	137	22:00			73	0	73
10:15			124	0	124	22:15			52	0	52
10:30			139	0	139	22:30			37	0	37
10:45			147	547	147 547	22:45			42	204	42 204
11:00			153	0	153	23:00			23	0	23
11:15			144	0	144	23:15			23	0	23
11:30			159	0	159	23:30			23	0	23
11:45			164	620	164 620	23:45			34	103	34 103
TOTALS			3258		3258	TOTALS			8271		8271
SPLIT %			100.0%		28.3%	SPLIT %			100.0%		71.7%

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	11,529	0	11,529		
AM Peak Hour			07:30		07:30	PM Peak Hour			17:00		17:00
AM Pk Volume			678		678	PM Pk Volume			1093		1093
Pk Hr Factor			0.902		0.902	Pk Hr Factor			0.972		0.972
7 - 9 Volume	0	0	1143	0	1143	4 - 6 Volume	0	0	2075	0	2075
7 - 9 Peak Hour			07:30		07:30	4 - 6 Peak Hour			17:00		17:00
7 - 9 Pk Volume	0	0	678	0	678	4 - 6 Pk Volume	0	0	1093	0	1093
Pk Hr Factor	0.000	0.000	0.902	0.000	0.902	Pk Hr Factor	0.000	0.000	0.972	0.000	0.972

VOLUME

Green St between Arroyo Pkwy & Marengo Ave

Day: Tuesday
Date: 5/21/2013

City: Pasadena
Project #: CA13_5277_016

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	12,645	0	12,645		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			31	0	31	12:00			194	0	194
00:15			28	0	28	12:15			156	0	156
00:30			17	0	17	12:30			189	0	189
00:45			25	101	126	12:45			192	731	923
01:00			13	0	13	13:00			203	0	203
01:15			12	0	12	13:15			168	0	168
01:30			10	0	10	13:30			207	0	207
01:45			7	42	49	13:45			192	770	962
02:00			13	0	13	14:00			215	0	215
02:15			4	0	4	14:15			206	0	206
02:30			2	0	2	14:30			179	0	179
02:45			8	27	35	14:45			220	820	1040
03:00			5	0	5	15:00			235	0	235
03:15			4	0	4	15:15			281	0	281
03:30			6	0	6	15:30			266	0	266
03:45			6	21	27	15:45			276	1058	1334
04:00			2	0	2	16:00			262	0	262
04:15			7	0	7	16:15			257	0	257
04:30			21	0	21	16:30			254	0	254
04:45			47	77	124	16:45			260	1033	1293
05:00			16	0	16	17:00			305	0	305
05:15			21	0	21	17:15			299	0	299
05:30			37	0	37	17:30			281	0	281
05:45			46	120	166	17:45			283	1168	1451
06:00			40	0	40	18:00			289	0	289
06:15			48	0	48	18:15			234	0	234
06:30			64	0	64	18:30			223	0	223
06:45			106	258	364	18:45			225	971	1196
07:00			90	0	90	19:00			214	0	214
07:15			127	0	127	19:15			166	0	166
07:30			163	0	163	19:30			198	0	198
07:45			238	618	856	19:45			160	738	898
08:00			213	0	213	20:00			153	0	153
08:15			200	0	200	20:15			137	0	137
08:30			193	0	193	20:30			120	0	120
08:45			181	787	968	20:45			143	553	696
09:00			156	0	156	21:00			138	0	138
09:15			131	0	131	21:15			139	0	139
09:30			144	0	144	21:30			102	0	102
09:45			172	603	775	21:45			95	474	569
10:00			154	0	154	22:00			78	0	78
10:15			148	0	148	22:15			59	0	59
10:30			150	0	150	22:30			42	0	42
10:45			162	614	776	22:45			48	227	275
11:00			157	0	157	23:00			32	0	32
11:15			169	0	169	23:15			40	0	40
11:30			170	0	170	23:30			39	0	39
11:45			178	674	852	23:45			49	160	209
TOTALS			3942		3942	TOTALS			8703		8703
SPLIT %			100.0%		31.2%	SPLIT %			100.0%		68.8%

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	12,645	0	12,645

AM Peak Hour			07:45		07:45	PM Peak Hour			17:00		17:00
AM Pk Volume			844		844	PM Pk Volume			1168		1168
Pk Hr Factor			0.887		0.887	Pk Hr Factor			0.957		0.957
7 - 9 Volume	0	0	1405	0	1405	4 - 6 Volume	0	0	2201	0	2201
7 - 9 Peak Hour			07:45		07:45	4 - 6 Peak Hour			17:00		17:00
7 - 9 Pk Volume	0	0	844	0	844	4 - 6 Pk Volume	0	0	1168	0	1168
Pk Hr Factor	0.000	0.000	0.887	0.000	0.887	Pk Hr Factor	0.000	0.000	0.957	0.000	0.957

Average Daily Traffic Volumes Quality Traffic Data, LLC

QTD PROJ/LOC #:	700102 - 006 - Weekday	GPS COORDINATES:	0
ON STREET:	Walnut St	START DATE:	Tuesday, February 07, 2012
CROSS STREETS:	Raymond Ave and Marengo Ave	VICINITY:	City of Pasadena, CA

AM COUNTS						PM COUNTS							
NB		SB		WB		NB		SB		WB			
00:00			33		34	12:00			117		43		
00:15			38		17	12:15			97		48		
00:30			24		16	12:30			120		59		
00:45			24	119	23	90	209	12:45	114	448	57	207	655
01:00			11		11	13:00			105		62		
01:15			20		16	13:15			130		66		
01:30			13		12	13:30			109		77		
01:45			18	62	14	53	115	13:45	108	452	79	284	736
02:00			9		11	14:00			138		68		
02:15			11		4	14:15			129		56		
02:30			7		3	14:30			127		36		
02:45			3	30	11	29	59	14:45	99	493	41	201	694
03:00			5		4	15:00			129		38		
03:15			4		3	15:15			122		40		
03:30			1		4	15:30			105		63		
03:45			4	14	4	15	29	15:45	108	464	50	191	655
04:00			4		8	16:00			109		64		
04:15			8		3	16:15			115		42		
04:30			4		5	16:30			134		46		
04:45			6	22	13	29	51	16:45	122	480	38	190	670
05:00			14		13	17:00			107		59		
05:15			4		16	17:15			128		57		
05:30			20		29	17:30			103		81		
05:45			25	63	29	87	150	17:45	115	453	61	258	711
06:00			25		29	18:00			109		48		
06:15			36		16	18:15			107		51		
06:30			31		38	18:30			89		54		
06:45			50	142	55	138	280	18:45	99	404	58	211	615
07:00			66		61	19:00			80		67		
07:15			57		57	19:15			84		61		
07:30			64		73	19:30			92		62		
07:45			83	270	86	277	547	19:45	88	344	72	262	606
08:00			80		125	20:00			94		85		
08:15			83		84	20:15			97		82		
08:30			78		91	20:30			86		70		
08:45			79	320	90	390	710	20:45	104	381	73	310	691
09:00			83		84	21:00			115		56		
09:15			94		90	21:15			135		45		
09:30			85		81	21:30			112		42		
09:45			89	351	92	347	698	21:45	114	476	40	183	659
10:00			115		74	22:00			98		39		
10:15			85		72	22:15			86		27		
10:30			108		66	22:30			74		22		
10:45			101	409	52	264	673	22:45	56	314	20	108	422
11:00			98		53	23:00			43		26		
11:15			105		46	23:15			36		16		
11:30			110		46	23:30			36		19		
11:45			120	433	44	189	622	23:45	32	147	13	74	221
TOTALS:			2235		1908	4143		TOTALS:		4856		2479	7335

SPLIT	53.9%	46.1%	36.1%	SPLIT	66.2%	33.8%	63.9%
PEAK HOUR	11:45	08:00	09:15	PEAK HOUR	13:45	20:00	13:15
PH VOLUME	454	390	720	PH VOLUME	502	310	775
PHF	0.95	0.78	0.95	PHF	0.91	0.91	0.94

DAY'S TOTAL				
NB	SB	EB	WB	TOTAL
		7091	4387	11478



QUALITY TRAFFIC DATA, LLC

9701 W Pico Blvd, Suite 205, Los Angeles, CA, 90035

Phone: 310-341-0019 Fax: 310-807-9247 Info@QualityTrafficData.com

CITY TRAFFIC COUNTERS

626.447.4171
www.ctcounters.com

Site Code:
Station ID:
Union St
Bt Oak Knoll & Hudson
Latitude: 0' 0.000 Undefined

Start Time	23-May-13 Thu	West One Way		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		6	114		
12:15		9	118		
12:30		4	128		
12:45		3	120	22	480
01:00		3	160		
01:15		4	134		
01:30		2	116		
01:45		8	121	17	531
02:00		5	122		
02:15		2	118		
02:30		3	104		
02:45		2	124	12	468
03:00		3	134		
03:15		2	112		
03:30		1	124		
03:45		6	110	12	480
04:00		3	138		
04:15		6	139		
04:30		3	128		
04:45		4	144	16	549
05:00		4	150		
05:15		3	179		
05:30		9	159		
05:45		14	146	30	634
06:00		16	149		
06:15		17	132		
06:30		28	128		
06:45		43	118	104	527
07:00		56	112		
07:15		49	105		
07:30		88	87		
07:45		112	80	305	384
08:00		155	72		
08:15		114	72		
08:30		146	76		
08:45		134	60	549	280
09:00		120	54		
09:15		84	44		
09:30		98	50		
09:45		97	34	399	182
10:00		102	52		
10:15		90	31		
10:30		108	20		
10:45		104	14	404	117
11:00		109	20		
11:15		107	20		
11:30		100	19		
11:45		92	8	408	67
Total		2278	4699		
Percent		32.7%	67.3%		
Grand Total		2278	4699		
Percent		32.7%	67.3%		
ADT		ADT 6,977		AADT 6,977	

CITY TRAFFIC COUNTERS

626.447.4171
www.ctcounters.com

Site Code:
Station ID:
Union St
Bt Garfield & Euclid
Latitude: 0' 0.000 Undefined

Start Time	23-May-13 Thu	West One Way		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		14	124		
12:15		11	130		
12:30		13	128		
12:45		10	121	48	503
01:00		6	129		
01:15		8	124		
01:30		1	126		
01:45		3	122	18	501
02:00		5	136		
02:15		10	104		
02:30		1	94		
02:45		1	122	17	456
03:00		3	155		
03:15		2	158		
03:30		2	136		
03:45		4	160	11	609
04:00		0	168		
04:15		4	164		
04:30		4	168		
04:45		9	212	17	712
05:00		5	220		
05:15		6	274		
05:30		9	224		
05:45		8	218	28	936
06:00		12	206		
06:15		16	186		
06:30		12	162		
06:45		22	177	62	731
07:00		54	133		
07:15		50	122		
07:30		74	118		
07:45		104	92	282	465
08:00		104	98		
08:15		104	114		
08:30		124	91		
08:45		108	82	440	385
09:00		107	58		
09:15		103	62		
09:30		104	80		
09:45		100	70	414	270
10:00		102	44		
10:15		73	54		
10:30		60	50		
10:45		102	32	337	180
11:00		84	32		
11:15		110	20		
11:30		96	25		
11:45		117	26	407	103
Total		2081	5851		
Percent		26.2%	73.8%		
Grand Total		2081	5851		
Percent		26.2%	73.8%		
ADT		ADT 7,932			AADT 7,932

CITY TRAFFIC COUNTERS

626.447.4171

www.ctcounters.com

Site Code:
Station ID:
Marengo Ave
Bt Corson & Walnut
Latitude: 0' 0.000 Undefined

Start Time	23-May-13 Thu	North		Hour Totals		South		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		38	154			16	132				
12:15		54	167			13	123				
12:30		45	131			12	132				
12:45		48	138	185	590	20	131	61	518	246	1108
01:00		26	130			6	145				
01:15		29	147			11	156				
01:30		32	145			8	137				
01:45		32	152	119	574	5	121	30	559	149	1133
02:00		18	152			3	109				
02:15		24	159			4	124				
02:30		24	152			4	120				
02:45		14	203	80	666	6	152	17	505	97	1171
03:00		15	177			7	152				
03:15		7	198			6	119				
03:30		12	162			6	121				
03:45		6	184	40	721	9	134	28	526	68	1247
04:00		5	172			11	145				
04:15		8	186			17	134				
04:30		6	186			18	132				
04:45		12	196	31	740	58	158	104	569	135	1309
05:00		8	193			32	145				
05:15		15	202			39	128				
05:30		20	178			51	142				
05:45		19	180	62	753	75	121	197	536	259	1289
06:00		28	187			63	134				
06:15		26	157			65	128				
06:30		33	158			88	117				
06:45		42	129	129	631	118	142	334	521	463	1152
07:00		69	142			130	128				
07:15		88	140			167	108				
07:30		117	145			250	85				
07:45		142	142	416	569	271	87	818	408	1234	977
08:00		146	128			267	93				
08:15		112	118			259	76				
08:30		93	122			219	76				
08:45		112	128	463	496	222	87	967	332	1430	828
09:00		118	121			169	67				
09:15		108	114			164	61				
09:30		112	101			173	72				
09:45		101	93	439	429	166	78	672	278	1111	707
10:00		86	116			129	55				
10:15		98	92			125	70				
10:30		96	77			130	50				
10:45		100	74	380	359	134	35	518	210	898	569
11:00		104	84			114	36				
11:15		128	68			132	20				
11:30		116	44			124	26				
11:45		150	32	498	228	144	20	514	102	1012	330
Total		2842	6756			4260	5064			7102	11820
Percent		29.6%	70.4%			45.7%	54.3%			37.5%	62.5%
Grand Total		2842	6756			4260	5064			7102	11820
Percent		29.6%	70.4%			45.7%	54.3%			37.5%	62.5%
ADT		ADT 18,922				AADT 18,922					

City Traffic Counters, LLC.
626.256.4171

Site Code: 00000000172
Station ID:
Marengo Ave
Bt Walnut & Holly
Latitude: 0' 0.000 Undefined

Start Time	28-Feb-12 Tue	North		Hour Totals		South		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		19	164			9	106				
12:15		22	170			4	119				
12:30		12	130			7	123				
12:45		13	155	66	619	5	115	25	463	91	1082
01:00		17	146			4	144				
01:15		13	147			5	129				
01:30		11	127			4	110				
01:45		15	180	56	600	3	112	16	495	72	1095
02:00		7	154			3	89				
02:15		9	163			6	114				
02:30		6	166			7	127				
02:45		8	185	30	668	2	131	18	461	48	1129
03:00		3	212			3	116				
03:15		4	197			5	105				
03:30		6	195			11	138				
03:45		5	212	18	816	7	112	26	471	44	1287
04:00		2	221			10	126				
04:15		11	241			13	109				
04:30		6	204			36	138				
04:45		12	263	31	929	27	134	86	507	117	1436
05:00		9	246			43	138				
05:15		22	218			49	131				
05:30		28	218			107	148				
05:45		28	224	87	906	90	122	289	539	376	1445
06:00		33	181			76	116				
06:15		38	169			97	128				
06:30		69	153			150	147				
06:45		76	137	216	640	132	118	455	509	671	1149
07:00		108	163			167	96				
07:15		128	127			185	77				
07:30		156	120			256	75				
07:45		149	128	541	538	226	72	834	320	1375	858
08:00		122	104			221	60				
08:15		132	93			207	46				
08:30		138	136			200	56				
08:45		137	125	529	458	210	47	838	209	1367	667
09:00		116	88			171	44				
09:15		97	63			159	43				
09:30		100	83			167	48				
09:45		111	76	424	310	125	39	622	174	1046	484
10:00		118	74			96	48				
10:15		130	72			91	39				
10:30		122	57			110	34				
10:45		129	45	499	248	113	19	410	140	909	388
11:00		126	41			121	20				
11:15		131	27			116	7				
11:30		160	37			120	12				
11:45		167	30	584	135	119	15	476	54	1060	189
Total		3081	6867			4095	4342			7176	11209
Percent		31.0%	69.0%			48.5%	51.5%			39.0%	61.0%
Grand Total		3081	6867			4095	4342			7176	11209
Percent		31.0%	69.0%			48.5%	51.5%			39.0%	61.0%
ADT		ADT 18,385		AADT 18,385							

VOLUME

Marengo Ave S/o Cordova St

Day: Tuesday
Date: 5/21/2013

City: Pasadena
Project #: CA13_5277_001

DAILY TOTALS					NB	SB	EB	WB	Total		
					6,294	6,724	0	0	13,018		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	16	8			24	12:00	74	103			177
00:15	7	14			21	12:15	96	93			189
00:30	9	16			25	12:30	77	103			180
00:45	6	38	9	47	15	12:45	88	335	85	384	173
01:00	7	7			14	13:00	77	103			180
01:15	5	5			10	13:15	79	84			163
01:30	5	10			15	13:30	102	107			209
01:45	0	17	4	26	4	13:45	82	340	106	400	188
02:00	11	3			14	14:00	93	98			191
02:15	5	6			11	14:15	89	87			176
02:30	2	5			7	14:30	87	103			190
02:45	4	22	2	16	6	14:45	104	373	127	415	231
03:00	2	3			5	15:00	113	125			238
03:15	3	4			7	15:15	150	131			281
03:30	1	3			4	15:30	122	121			243
03:45	1	7	2	12	3	15:45	108	493	123	500	231
04:00	4	4			8	16:00	94	130			224
04:15	1	9			10	16:15	85	127			212
04:30	5	6			11	16:30	117	172			289
04:45	20	30	8	27	28	16:45	117	413	150	579	267
05:00	5	11			16	17:00	113	170			283
05:15	11	17			28	17:15	102	170			272
05:30	14	15			29	17:30	140	162			302
05:45	30	60	24	67	54	17:45	118	473	137	639	255
06:00	16	24			40	18:00	134	143			277
06:15	26	33			59	18:15	137	139			276
06:30	42	42			84	18:30	114	106			220
06:45	59	143	60	159	119	18:45	133	518	110	498	243
07:00	63	59			122	19:00	105	120			225
07:15	97	98			195	19:15	74	98			172
07:30	128	136			264	19:30	105	83			188
07:45	189	477	145	438	334	19:45	87	371	84	385	171
08:00	151	96			247	20:00	92	82			174
08:15	138	101			239	20:15	67	85			152
08:30	137	89			226	20:30	69	67			136
08:45	128	554	82	368	210	20:45	46	274	62	296	108
09:00	133	74			207	21:00	39	88			127
09:15	95	63			158	21:15	44	57			101
09:30	61	95			156	21:30	53	63			116
09:45	93	382	78	310	171	21:45	44	180	67	275	111
10:00	83	78			161	22:00	42	53			95
10:15	72	90			162	22:15	31	32			63
10:30	76	82			158	22:30	21	26			47
10:45	76	307	78	328	154	22:45	23	117	17	128	40
11:00	82	93			175	23:00	19	27			46
11:15	81	81			162	23:15	16	15			31
11:30	76	84			160	23:30	13	17			30
11:45	68	307	94	352	162	23:45	15	63	16	75	31
TOTALS	2344	2150			4494	TOTALS	3950	4574			8524
SPLIT %	52.2%	47.8%			34.5%	SPLIT %	46.3%	53.7%			65.5%

DAILY TOTALS					NB	SB	EB	WB	Total		
					6,294	6,724	0	0	13,018		
AM Peak Hour	07:45	07:30		07:30	PM Peak Hour	17:30	16:30		16:45		
AM Pk Volume	615	478		1084	PM Pk Volume	529	662		1124		
Pk Hr Factor	0.813	0.824		0.811	Pk Hr Factor	0.945	0.962		0.930		
7 - 9 Volume	1031	806	0	0	1837	4 - 6 Volume	886	1218	0	0	2104
7 - 9 Peak Hour	07:45	07:30		07:30	4 - 6 Peak Hour	17:00	16:30				16:45
7 - 9 Pk Volume	615	478	0	0	1084	4 - 6 Pk Volume	473	662	0	0	1124
Pk Hr Factor	0.813	0.824	0.000	0.000	0.811	Pk Hr Factor	0.845	0.962	0.000	0.000	0.930

Prepared by NDS/ATD

VOLUME

Marengo Ave N/o California Blvd

Day: Tuesday
Date: 5/21/2013

City: Pasadena
Project #: CA13_5277_002

DAILY TOTALS					NB	SB	EB		WB	Total	
					6,700	7,495	0		0	14,195	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	17	9			26	12:00	74	112			186
00:15	7	9			16	12:15	97	99			196
00:30	12	15			27	12:30	70	113			183
00:45	7	43	9	42	16	12:45	85	326	97	421	182
01:00	11	5			16	13:00	77	107			184
01:15	3	3			6	13:15	91	94			185
01:30	5	8			13	13:30	87	106			193
01:45	2	21	4	20	6	13:45	92	347	127	434	219
02:00	14	2			16	14:00	91	104			195
02:15	3	5			8	14:15	100	112			212
02:30	3	5			8	14:30	86	115			201
02:45	5	25	2	14	7	14:45	95	372	127	458	222
03:00	5	3			8	15:00	146	126			272
03:15	3	1			4	15:15	150	142			292
03:30	4	5			9	15:30	118	150			268
03:45	2	14	1	10	3	15:45	123	537	135	553	258
04:00	5	6			11	16:00	117	165			282
04:15	1	8			9	16:15	128	133			261
04:30	4	5			9	16:30	134	181			315
04:45	13	23	11	30	24	16:45	138	517	164	643	302
05:00	8	20			28	17:00	130	178			308
05:15	12	20			32	17:15	144	188			332
05:30	24	27			51	17:30	155	173			328
05:45	38	82	38	105	76	17:45	148	577	152	691	300
06:00	19	31			50	18:00	145	145			290
06:15	28	43			71	18:15	143	156			299
06:30	41	67			108	18:30	134	136			270
06:45	59	147	85	226	144	18:45	136	558	114	551	250
07:00	70	88			158	19:00	121	125			246
07:15	99	120			219	19:15	110	117			227
07:30	135	165			300	19:30	98	94			192
07:45	174	478	135	508	309	19:45	94	423	89	425	183
08:00	83	117			200	20:00	92	86			178
08:15	133	119			252	20:15	67	102			169
08:30	123	91			214	20:30	82	76			158
08:45	125	464	88	415	213	20:45	53	294	73	337	126
09:00	130	110			240	21:00	54	90			144
09:15	103	84			187	21:15	59	73			132
09:30	91	96			187	21:30	40	61			101
09:45	95	419	101	391	196	21:45	39	192	60	284	99
10:00	90	84			174	22:00	45	47			92
10:15	66	84			150	22:15	39	46			85
10:30	87	84			171	22:30	28	34			62
10:45	77	320	87	339	164	22:45	30	142	21	148	51
11:00	83	102			185	23:00	17	25			42
11:15	86	82			168	23:15	13	15			28
11:30	70	90			160	23:30	14	16			30
11:45	83	322	104	378	187	23:45	13	57	16	72	29
TOTALS	2358	2478			4836	TOTALS	4342	5017			9359
SPLIT %	48.8%	51.2%			34.1%	SPLIT %	46.4%	53.6%			65.9%

DAILY TOTALS					NB	SB	EB		WB	Total
					6,700	7,495	0		0	14,195

AM Peak Hour	07:30	07:15			07:30	PM Peak Hour	17:15	16:30			16:45
AM Pk Volume	525	537			1061	PM Pk Volume	592	711			1270
Pk Hr Factor	0.754	0.814			0.858	Pk Hr Factor	0.955	0.945			0.956
7 - 9 Volume	942	923	0	0	1865	4 - 6 Volume	1094	1334	0	0	2428
7 - 9 Peak Hour	07:30	07:15			07:30	4 - 6 Peak Hour	17:00	16:30			16:45
7 - 9 Pk Volume	525	537	0	0	1061	4 - 6 Pk Volume	577	711	0	0	1270
Pk Hr Factor	0.754	0.814	0.000	0.000	0.858	Pk Hr Factor	0.931	0.945	0.000	0.000	0.956

VOLUME

Los Robles Ave btwn Union St & Walnut St

Day: Wednesday

City: Pasadena

Date: 1/23/2013

Project #: CA13_5028_008

DAILY TOTALS					NB	SB	EB	WB	Total		
					10,116	10,147	0	0	20,263		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	23	11			34	12:00	139	151			290
00:15	20	10			30	12:15	158	145			303
00:30	13	16			29	12:30	148	131			279
00:45	12	68	8	45	20 113	12:45	146	591	162	589	308 1180
01:00	12	7			19	13:00	168	146			314
01:15	7	9			16	13:15	167	132			299
01:30	12	6			18	13:30	166	130			296
01:45	6	37	3	25	9 62	13:45	165	666	137	545	302 1211
02:00	11	4			15	14:00	145	122			267
02:15	5	3			8	14:15	148	118			266
02:30	9	7			16	14:30	162	139			301
02:45	5	30	6	20	11 50	14:45	152	607	168	547	320 1154
03:00	3	3			6	15:00	174	163			337
03:15	5	8			13	15:15	213	154			367
03:30	5	8			13	15:30	214	156			370
03:45	5	18	4	23	9 41	15:45	176	777	167	640	343 1417
04:00	3	9			12	16:00	196	146			342
04:15	2	13			15	16:15	225	166			391
04:30	6	14			20	16:30	212	181			393
04:45	4	15	23	59	27 74	16:45	192	825	176	669	368 1494
05:00	10	23			33	17:00	254	196			450
05:15	10	42			52	17:15	262	197			459
05:30	21	68			89	17:30	261	155			416
05:45	15	56	74	207	89 263	17:45	207	984	148	696	355 1680
06:00	27	64			91	18:00	214	161			375
06:15	38	75			113	18:15	188	144			332
06:30	45	80			125	18:30	198	163			361
06:45	53	163	146	365	199 528	18:45	184	784	158	626	342 1410
07:00	82	147			229	19:00	170	136			306
07:15	94	194			288	19:15	157	111			268
07:30	125	235			360	19:30	145	96			241
07:45	148	449	236	812	384 1261	19:45	135	607	112	455	247 1062
08:00	151	252			403	20:00	141	92			233
08:15	144	288			432	20:15	118	71			189
08:30	160	262			422	20:30	132	66			198
08:45	145	600	289	1091	434 1691	20:45	101	492	62	291	163 783
09:00	122	231			353	21:00	110	65			175
09:15	124	196			320	21:15	118	62			180
09:30	134	177			311	21:30	110	70			180
09:45	122	502	198	802	320 1304	21:45	99	437	63	260	162 697
10:00	102	148			250	22:00	97	52			149
10:15	128	135			263	22:15	63	40			103
10:30	107	138			245	22:30	64	33			97
10:45	108	445	151	572	259 1017	22:45	60	284	35	160	95 444
11:00	129	126			255	23:00	42	25			67
11:15	130	142			272	23:15	44	29			73
11:30	145	147			292	23:30	32	14			46
11:45	124	528	148	563	272 1091	23:45	33	151	17	85	50 236
TOTALS	2911	4584			7495	TOTALS	7205	5563			12768
SPLIT %	38.8%	61.2%			37.0%	SPLIT %	56.4%	43.6%			63.0%

DAILY TOTALS					NB	SB	EB	WB	Total
					10,116	10,147	0	0	20,263
AM Peak Hour	07:45	08:00	08:00	PM Peak Hour	17:00	16:30	16:45		
AM Pk Volume	603	1091	1691	PM Pk Volume	984	750	1693		
Pk Hr Factor	0.942	0.944	0.974	Pk Hr Factor	0.939	0.952	0.922		
7 - 9 Volume	1049	1903	2952	4 - 6 Volume	1809	1365	3174		
7 - 9 Peak Hour	07:45	08:00	08:00	4 - 6 Peak Hour	17:00	16:30	16:45		
7 - 9 Pk Volume	603	1091	1691	4 - 6 Pk Volume	984	750	1693		
Pk Hr Factor	0.942	0.944	0.974	Pk Hr Factor	0.939	0.952	0.922		

VOLUME

Los Robles Ave between Colorado Blvd & Green St

Day: Tuesday
Date: 5/21/2013

City: Pasadena
Project #: CA13_5277_005

DAILY TOTALS					NB	SB	EB	WB	Total		
					9,303	7,677	0	0	16,980		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	26	12			38	12:00	158	124			282
00:15	21	13			34	12:15	156	129			285
00:30	16	9			25	12:30	154	122			276
00:45	13	76	9	43	22 119	12:45	131	599	129	504	260 1103
01:00	15	11			26	13:00	148	114			262
01:15	11	8			19	13:15	126	117			243
01:30	10	10			20	13:30	146	117			263
01:45	4	40	3	32	7 72	13:45	163	583	109	457	272 1040
02:00	10	5			15	14:00	170	105			275
02:15	3	3			6	14:15	134	93			227
02:30	1	3			4	14:30	128	119			247
02:45	5	19	2	13	7 32	14:45	125	557	133	450	258 1007
03:00	1	1			2	15:00	160	148			308
03:15	3	6			9	15:15	212	123			335
03:30	4	8			12	15:30	194	140			334
03:45	5	13	6	21	11 34	15:45	138	704	144	555	282 1259
04:00	5	7			12	16:00	173	135			308
04:15	5	3			8	16:15	163	123			286
04:30	6	8			14	16:30	185	127			312
04:45	7	23	16	34	23 57	16:45	170	691	127	512	297 1203
05:00	5	14			19	17:00	249	164			413
05:15	10	29			39	17:15	207	152			359
05:30	13	27			40	17:30	202	153			355
05:45	22	50	37	107	59 157	17:45	217	875	134	603	351 1478
06:00	28	39			67	18:00	197	139			336
06:15	41	50			91	18:15	171	122			293
06:30	49	59			108	18:30	181	115			296
06:45	66	184	97	245	163 429	18:45	174	723	93	469	267 1192
07:00	79	109			188	19:00	151	98			249
07:15	111	136			247	19:15	145	92			237
07:30	124	164			288	19:30	115	80			195
07:45	159	473	135	544	294 1017	19:45	108	519	79	349	187 868
08:00	152	156			308	20:00	111	84			195
08:15	164	149			313	20:15	99	78			177
08:30	162	144			306	20:30	89	71			160
08:45	190	668	126	575	316 1243	20:45	100	399	68	301	168 700
09:00	132	134			266	21:00	94	63			157
09:15	124	131			255	21:15	114	77			191
09:30	104	113			217	21:30	64	58			122
09:45	112	472	124	502	236 974	21:45	61	333	41	239	102 572
10:00	112	110			222	22:00	72	57			129
10:15	110	98			208	22:15	55	48			103
10:30	115	118			233	22:30	42	38			80
10:45	129	466	115	441	244 907	22:45	53	222	35	178	88 400
11:00	132	95			227	23:00	40	26			66
11:15	110	98			208	23:15	18	13			31
11:30	105	116			221	23:30	39	19			58
11:45	133	480	113	422	246 902	23:45	37	134	23	81	60 215
TOTALS	2964	2979			5943	TOTALS	6339	4698			11037
SPLIT %	49.9%	50.1%			35.0%	SPLIT %	57.4%	42.6%			65.0%

DAILY TOTALS					NB	SB	EB	WB	Total
					9,303	7,677	0	0	16,980

AM Peak Hour	08:00	07:30			08:00	PM Peak Hour	17:00	17:00			17:00
AM Pk Volume	668	604			1243	PM Pk Volume	875	603			1478
Pk Hr Factor	0.879	0.921			0.983	Pk Hr Factor	0.879	0.919			0.895
7 - 9 Volume	1141	1119	0	0	2260	4 - 6 Volume	1566	1115	0	0	2681
7 - 9 Peak Hour	08:00	07:30			08:00	4 - 6 Peak Hour	17:00	17:00			17:00
7 - 9 Pk Volume	668	604	0	0	1243	4 - 6 Pk Volume	875	603	0	0	1478
Pk Hr Factor	0.879	0.921	0.000	0.000	0.983	Pk Hr Factor	0.879	0.919	0.000	0.000	0.895

VOLUME

Los Robles Ave between Cordova St & Del Mar Blvd

Day: Tuesday
Date: 5/21/2013City: Pasadena
Project #: CA13_5277_006

DAILY TOTALS					NB	SB	EB	WB	Total		
					6,773	6,446	0	0	13,219		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	12	15			27	12:00	86	119			205
00:15	8	14			22	12:15	96	101			197
00:30	4	10			14	12:30	103	111			214
00:45	6	30	11	50	17	80	109	394	92	423	201
01:00	8	12			20	13:00	99	97			196
01:15	4	11			15	13:15	106	96			202
01:30	6	10			16	13:30	109	90			199
01:45	2	20	5	38	7	58	111	425	94	377	205
02:00	7	6			13	14:00	110	99			209
02:15	2	1			3	14:15	114	88			202
02:30	1	3			4	14:30	89	103			192
02:45	2	12	1	11	3	23	104	417	124	414	228
03:00	0	2			2	15:00	101	144			245
03:15	2	2			4	15:15	147	124			271
03:30	2	7			9	15:30	124	124			248
03:45	3	7	2	13	5	20	111	483	123	515	234
04:00	3	4			7	16:00	118	133			251
04:15	5	2			7	16:15	109	100			209
04:30	5	4			9	16:30	111	107			218
04:45	12	25	10	20	22	45	120	458	120	460	240
05:00	4	7			11	17:00	129	172			301
05:15	10	18			28	17:15	128	148			276
05:30	20	12			32	17:30	128	108			236
05:45	25	59	18	55	43	114	145	530	123	551	268
06:00	30	30			60	18:00	120	111			231
06:15	27	31			58	18:15	112	107			219
06:30	43	38			81	18:30	114	98			212
06:45	75	175	68	167	143	342	111	457	101	417	212
07:00	66	67			133	19:00	102	113			215
07:15	110	87			197	19:15	85	90			175
07:30	122	117			239	19:30	87	88			175
07:45	152	450	88	359	240	809	69	343	81	372	150
08:00	156	105			261	20:00	62	77			139
08:15	171	90			261	20:15	52	82			134
08:30	152	86			238	20:30	56	75			131
08:45	179	658	83	364	262	1022	53	223	71	305	124
09:00	153	75			228	21:00	53	73			126
09:15	125	88			213	21:15	47	93			140
09:30	105	72			177	21:30	41	53			94
09:45	132	515	92	327	224	842	37	178	59	278	96
10:00	95	84			179	22:00	41	66			107
10:15	88	67			155	22:15	29	40			69
10:30	89	76			165	22:30	27	33			60
10:45	104	376	87	314	191	690	23	120	20	159	43
11:00	89	87			176	23:00	16	20			36
11:15	78	82			160	23:15	7	19			26
11:30	95	111			206	23:30	19	22			41
11:45	99	361	95	375	194	736	15	57	21	82	36
TOTALS	2688	2093			4781	TOTALS	4085	4353			8438
SPLIT %	56.2%	43.8%			36.2%	SPLIT %	48.4%	51.6%			63.8%

DAILY TOTALS					NB	SB	EB	WB	Total		
					6,773	6,446	0	0	13,219		
AM Peak Hour	08:00	11:30			08:00	PM Peak Hour	17:00	17:00			17:00
AM Pk Volume	658	426			1022	PM Pk Volume	530	551			1081
Pk Hr Factor	0.919	0.895			0.975	Pk Hr Factor	0.914	0.801			0.898
7 - 9 Volume	1108	723	0	0	1831	4 - 6 Volume	988	1011	0	0	1999
7 - 9 Peak Hour	08:00	07:30			08:00	4 - 6 Peak Hour	17:00	17:00			17:00
7 - 9 Pk Volume	658	400	0	0	1022	4 - 6 Pk Volume	530	551	0	0	1081
Pk Hr Factor	0.919	0.855	0.000	0.000	0.975	Pk Hr Factor	0.914	0.801	0.000	0.000	0.898

VOLUME

Los Robles Ave between Del Mar Blvd & California Blvd

Day: Thursday
Date: 5/30/2013City: Pasadena
Project #: CA13_5277_007

DAILY TOTALS					NB	SB	EB	WB	Total		
					6,247	6,371	0	0	12,618		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	10	19			29	12:00	87	114			201
00:15	9	8			17	12:15	96	129			225
00:30	4	16			20	12:30	113	92			205
00:45	5	28	6	49	11	12:45	97	393	89	424	186
01:00	9	11			20	13:00	107	106			213
01:15	3	10			13	13:15	103	94			197
01:30	1	7			8	13:30	104	121			225
01:45	4	17	4	32	8	13:45	117	431	99	420	216
02:00	2	4			6	14:00	84	109			193
02:15	3	5			8	14:15	99	90			189
02:30	2	5			7	14:30	101	79			180
02:45	1	8	4	18	5	14:45	95	379	102	380	197
03:00	7	2			9	15:00	128	107			235
03:15	0	4			4	15:15	126	144			270
03:30	1	2			3	15:30	111	119			230
03:45	3	11	4	12	7	15:45	110	475	105	475	215
04:00	2	3			5	16:00	94	107			201
04:15	4	4			8	16:15	79	106			185
04:30	4	7			11	16:30	117	106			223
04:45	9	19	3	17	12	16:45	110	400	114	433	224
05:00	3	8			11	17:00	128	129			257
05:15	5	12			17	17:15	110	142			252
05:30	20	8			28	17:30	116	126			242
05:45	24	52	17	45	41	17:45	104	458	116	513	220
06:00	23	37			60	18:00	99	131			230
06:15	29	30			59	18:15	104	118			222
06:30	38	39			77	18:30	95	91			186
06:45	52	142	45	151	97	18:45	94	392	102	442	196
07:00	57	78			135	19:00	85	100			185
07:15	74	103			177	19:15	67	88			155
07:30	108	92			200	19:30	85	86			171
07:45	115	354	121	394	236	19:45	73	310	96	370	169
08:00	150	98			248	20:00	71	81			152
08:15	145	82			227	20:15	62	82			144
08:30	135	81			216	20:30	55	67			122
08:45	141	571	98	359	239	20:45	44	232	77	307	121
09:00	119	77			196	21:00	42	74			116
09:15	120	85			205	21:15	49	70			119
09:30	90	66			156	21:30	41	57			98
09:45	121	450	87	315	208	21:45	48	180	59	260	107
10:00	97	82			179	22:00	40	68			108
10:15	98	89			187	22:15	40	50			90
10:30	91	80			171	22:30	25	37			62
10:45	109	395	90	341	199	22:45	24	129	27	182	51
11:00	90	84			174	23:00	16	25			41
11:15	89	77			166	23:15	23	22			45
11:30	83	107			190	23:30	11	15			26
11:45	94	356	86	354	180	23:45	15	65	16	78	31
TOTALS	2403	2087			4490	TOTALS	3844	4284			8128
SPLIT %	53.5%	46.5%			35.6%	SPLIT %	47.3%	52.7%			64.4%

DAILY TOTALS					NB	SB	EB	WB	Total
					6,247	6,371	0	0	12,618
AM Peak Hour	08:00	11:30			08:00	PM Peak Hour	15:00	17:15	16:45
AM Pk Volume	571	436			930	PM Pk Volume	475	515	975
Pk Hr Factor	0.952	0.845			0.938	Pk Hr Factor	0.928	0.907	0.948
7 - 9 Volume	925	753	0	0	1678	4 - 6 Volume	858	946	1804
7 - 9 Peak Hour	08:00	07:15			08:00	4 - 6 Peak Hour	16:30	17:00	16:45
7 - 9 Pk Volume	571	414	0	0	930	4 - 6 Pk Volume	465	513	975
Pk Hr Factor	0.952	0.855	0.000	0.000	0.938	Pk Hr Factor	0.908	0.903	0.948

VOLUME

Euclid Ave between Corson St & Walnut St

Day: Wednesday
Date: 5/29/2013City: Pasadena
Project #: CA13_5277_003

DAILY TOTALS						NB	SB	EB	WB	Total	
						1,509	1,201	0	0	2,710	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	2	0			2	12:00	28	20			48
00:15	0	0			0	12:15	27	10			37
00:30	0	3			3	12:30	26	19			45
00:45	2	4	4	7	6 11	12:45	19	100	20	69	39 169
01:00	0	0			0	13:00	21	16			37
01:15	1	0			1	13:15	31	21			52
01:30	0	2			2	13:30	16	11			27
01:45	2	3	2	4	4 7	13:45	14	82	18	66	32 148
02:00	0	0			0	14:00	24	12			36
02:15	3	2			5	14:15	16	16			32
02:30	3	0			3	14:30	25	23			48
02:45	0	6	1	3	1 9	14:45	32	97	13	64	45 161
03:00	1	0			1	15:00	16	23			39
03:15	0	1			1	15:15	19	8			27
03:30	0	0			0	15:30	34	18			52
03:45	0	1	1	2	1 3	15:45	27	96	27	76	54 172
04:00	0	0			0	16:00	32	33			65
04:15	1	0			1	16:15	22	28			50
04:30	0	1			1	16:30	34	43			77
04:45	0	1	1	2	1 3	16:45	32	120	36	140	68 260
05:00	0	0			0	17:00	37	55			92
05:15	0	2			2	17:15	48	51			99
05:30	2	4			6	17:30	50	41			91
05:45	2	4	5	11	7 15	17:45	36	171	34	181	70 352
06:00	3	1			4	18:00	46	30			76
06:15	2	2			4	18:15	28	37			65
06:30	7	11			18	18:30	48	35			83
06:45	8	20	5	19	13 39	18:45	30	152	14	116	44 268
07:00	24	14			38	19:00	14	9			23
07:15	16	5			21	19:15	19	8			27
07:30	29	12			41	19:30	6	3			9
07:45	42	111	21	52	63 163	19:45	7	46	5	25	12 71
08:00	34	21			55	20:00	16	4			20
08:15	49	32			81	20:15	11	6			17
08:30	55	29			84	20:30	8	11			19
08:45	48	186	23	105	71 291	20:45	7	42	2	23	9 65
09:00	31	20			51	21:00	4	2			6
09:15	19	21			40	21:15	9	2			11
09:30	19	15			34	21:30	4	3			7
09:45	27	96	17	73	44 169	21:45	9	26	5	12	14 38
10:00	18	14			32	22:00	3	6			9
10:15	7	11			18	22:15	2	4			6
10:30	17	22			39	22:30	1	1			2
10:45	13	55	15	62	28 117	22:45	1	7	2	13	3 20
11:00	9	12			21	23:00	3	0			3
11:15	24	18			42	23:15	8	3			11
11:30	20	19			39	23:30	4	4			8
11:45	14	67	20	69	34 136	23:45	1	16	0	7	1 23
TOTALS	554	409			963	TOTALS	955	792			1747
SPLIT %	57.5%	42.5%			35.5%	SPLIT %	54.7%	45.3%			64.5%

DAILY TOTALS						NB	SB	EB	WB	Total	
						1,509	1,201	0	0	2,710	
AM Peak Hour	08:00	08:00			08:00	PM Peak Hour	17:15	16:30		17:00	
AM Pk Volume	186	105			291	PM Pk Volume	180	185		352	
Pk Hr Factor	0.845	0.820			0.866	Pk Hr Factor	0.900	0.841		0.889	
7 - 9 Volume	297	157	0	0	454	4 - 6 Volume	291	321	0	0	612
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	17:00	16:30			17:00
7 - 9 Pk Volume	186	105	0	0	291	4 - 6 Pk Volume	171	185	0	0	352
Pk Hr Factor	0.845	0.820	0.000	0.000	0.866	Pk Hr Factor	0.855	0.841	0.000	0.000	0.889

VOLUME

Euclid Ave between Cordova St & Del Mar Blvd

Day: Thursday
Date: 5/30/2013City: Pasadena
Project #: CA13_5277_004

DAILY TOTALS						NB	SB	EB	WB	Total	
						1,179	1,367	0	0	2,546	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	3			3	12:00	20	23			43
00:15	0	5			5	12:15	27	5			32
00:30	3	2			5	12:30	16	25			41
00:45	2	5	0	10	17	12:45	15	78	21	74	152
01:00	0	0			0	13:00	14	29			43
01:15	0	5			5	13:15	11	23			34
01:30	4	5			9	13:30	19	18			37
01:45	1	5	2	12	17	13:45	13	57	22	92	149
02:00	1	3			4	14:00	21	22			43
02:15	0	1			1	14:15	16	16			32
02:30	2	1			3	14:30	18	30			48
02:45	0	3	0	5	8	14:45	17	72	30	98	170
03:00	0	1			1	15:00	27	31			58
03:15	0	0			0	15:15	31	23			54
03:30	0	0			0	15:30	45	31			76
03:45	0	0	1		1	15:45	26	129	18	103	232
04:00	1	0			1	16:00	25	22			47
04:15	2	0			2	16:15	21	23			44
04:30	1	1			2	16:30	31	37			68
04:45	1	5	0	1	6	16:45	18	95	36	118	213
05:00	0	0			0	17:00	45	45			90
05:15	3	0			3	17:15	40	41			81
05:30	1	1			2	17:30	22	42			64
05:45	1	5	1	2	7	17:45	22	129	36	164	293
06:00	4	5			9	18:00	25	26			51
06:15	5	7			12	18:15	22	36			58
06:30	6	2			8	18:30	20	28			48
06:45	12	27	6	20	47	18:45	20	87	33	123	210
07:00	11	7			18	19:00	16	22			38
07:15	12	11			23	19:15	20	22			42
07:30	24	21			45	19:30	11	24			35
07:45	43	90	41	80	170	19:45	7	54	32	100	154
08:00	28	24			52	20:00	6	13			19
08:15	20	13			33	20:15	14	11			25
08:30	24	14			38	20:30	7	13			20
08:45	21	93	9	60	153	20:45	12	39	15	52	91
09:00	14	12			26	21:00	7	9			16
09:15	14	22			36	21:15	5	15			20
09:30	17	7			24	21:30	1	12			13
09:45	21	66	12	53	119	21:45	3	16	11	47	63
10:00	5	11			16	22:00	4	8			12
10:15	12	8			20	22:15	1	5			6
10:30	7	18			25	22:30	6	11			17
10:45	14	38	10	47	85	22:45	3	14	4	28	42
11:00	15	15			30	23:00	1	3			4
11:15	12	19			31	23:15	3	6			9
11:30	17	14			31	23:30	2	1			3
11:45	21	65	15	63	128	23:45	1	7	4	14	21
TOTALS	402	354			756	TOTALS	777	1013			1790
SPLIT %	53.2%	46.8%			29.7%	SPLIT %	43.4%	56.6%			70.3%

DAILY TOTALS						NB	SB	EB	WB	Total	
						1,179	1,367	0	0	2,546	
AM Peak Hour	07:30	07:30			07:30	PM Peak Hour	16:30	16:45		16:30	
AM Pk Volume	115	99			214	PM Pk Volume	134	164		293	
Pk Hr Factor	0.669	0.604			0.637	Pk Hr Factor	0.744	0.911		0.814	
7 - 9 Volume	183	140	0	0	323	4 - 6 Volume	224	282	0	0	506
7 - 9 Peak Hour	07:30	07:30			07:30	4 - 6 Peak Hour	16:30	16:45			16:30
7 - 9 Pk Volume	115	99	0	0	214	4 - 6 Pk Volume	134	164	0	0	293
Pk Hr Factor	0.669	0.604	0.000	0.000	0.637	Pk Hr Factor	0.744	0.911	0.000	0.000	0.814

VOLUME

El Molino Ave between Walnut St & Union St

Day: Tuesday
Date: 5/21/2013City: Pasadena
Project #: CA13_5277_010

DAILY TOTALS						NB	SB	EB	WB	Total	
						3,218	3,859	0	0	7,077	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	4	3			7	12:00	51	53			104
00:15	4	2			6	12:15	60	64			124
00:30	2	1			3	12:30	58	60			118
00:45	4	14	3	9	7	12:45	60	229	69	246	475
01:00	5	3			8	13:00	66	80			146
01:15	2	1			3	13:15	50	51			101
01:30	4	2			6	13:30	48	75			123
01:45	3	14	3	9	6	13:45	45	209	64	270	479
02:00	2	1			3	14:00	47	41			88
02:15	0	1			1	14:15	57	64			121
02:30	2	0			2	14:30	56	65			121
02:45	2	6	1	3	3	14:45	51	211	71	241	452
03:00	0	0			0	15:00	57	75			132
03:15	1	2			3	15:15	80	74			154
03:30	0	0			0	15:30	81	78			159
03:45	1	2	1	3	2	15:45	56	274	74	301	575
04:00	0	0			0	16:00	68	59			127
04:15	0	0			0	16:15	58	55			113
04:30	0	2			2	16:30	74	76			150
04:45	1	1	5	7	6	16:45	72	272	70	260	532
05:00	1	4			5	17:00	89	65			154
05:15	3	9			12	17:15	98	94			192
05:30	2	6			8	17:30	66	81			147
05:45	4	10	5	24	9	17:45	78	331	83	323	654
06:00	6	11			17	18:00	71	50			121
06:15	6	12			18	18:15	75	51			126
06:30	8	17			25	18:30	62	68			130
06:45	14	34	23	63	37	18:45	50	258	58	227	485
07:00	19	46			65	19:00	54	63			117
07:15	22	59			81	19:15	48	46			94
07:30	31	82			113	19:30	32	40			72
07:45	40	112	104	291	144	19:45	41	175	36	185	360
08:00	51	113			164	20:00	35	31			66
08:15	36	101			137	20:15	27	32			59
08:30	49	85			134	20:30	34	41			75
08:45	40	176	85	384	125	20:45	42	138	27	131	269
09:00	43	84			127	21:00	38	24			62
09:15	28	80			108	21:15	18	17			35
09:30	34	68			102	21:30	34	15			49
09:45	37	142	71	303	108	21:45	33	123	17	73	196
10:00	32	50			82	22:00	29	16			45
10:15	33	58			91	22:15	11	10			21
10:30	43	57			100	22:30	24	11			35
10:45	56	164	60	225	116	22:45	11	75	7	44	119
11:00	59	50			109	23:00	19	3			22
11:15	38	58			96	23:15	4	9			13
11:30	48	58			106	23:30	20	2			22
11:45	49	194	53	219	102	23:45	11	54	4	18	72
TOTALS	869	1540			2409	TOTALS	2349	2319			4668
SPLIT %	36.1%	63.9%			34.0%	SPLIT %	50.3%	49.7%			66.0%

DAILY TOTALS						NB	SB	EB	WB	Total	
						3,218	3,859	0	0	7,077	
AM Peak Hour	11:45	07:45			07:45	PM Peak Hour	16:30	17:00		17:00	
AM Pk Volume	218	403			579	PM Pk Volume	333	323		654	
Pk Hr Factor	0.908	0.892			0.883	Pk Hr Factor	0.849	0.859		0.852	
7 - 9 Volume	288	675	0	0	963	4 - 6 Volume	603	583	0	0	1186
7 - 9 Peak Hour	07:45	07:45			07:45	4 - 6 Peak Hour	16:30	17:00			17:00
7 - 9 Pk Volume	176	403	0	0	579	4 - 6 Pk Volume	333	323	0	0	654
Pk Hr Factor	0.863	0.892	0.000	0.000	0.883	Pk Hr Factor	0.849	0.859	0.000	0.000	0.852

VOLUME

El Molino Ave N/o California Blvd

Day: Wednesday
Date: 5/29/2013City: Pasadena
Project #: CA13_5277_011

DAILY TOTALS					NB	SB	EB	WB	Total		
					2,898	2,616	0	0	5,514		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	3	3			6	12:00	55	38			93
00:15	0	0			0	12:15	54	32			86
00:30	1	1			2	12:30	63	42			105
00:45	3	7	1	5	4	12:45	65	237	45	157	110
01:00	2	3			5	13:00	54	38			92
01:15	1	2			3	13:15	57	51			108
01:30	3	2			5	13:30	50	34			84
01:45	1	7	1	8	2	13:45	52	213	31	154	83
02:00	1	0			1	14:00	40	33			73
02:15	0	1			1	14:15	43	30			73
02:30	1	0			1	14:30	35	37			72
02:45	0	2	0	1	0	14:45	46	164	35	135	81
03:00	0	0			0	15:00	42	50			92
03:15	1	0			1	15:15	72	53			125
03:30	0	1			1	15:30	55	48			103
03:45	1	2	0	1	1	15:45	65	234	53	204	118
04:00	1	2			3	16:00	50	69			119
04:15	2	0			2	16:15	44	50			94
04:30	2	1			3	16:30	54	75			129
04:45	3	8	1	4	4	16:45	52	200	68	262	120
05:00	0	3			3	17:00	52	89			141
05:15	2	2			4	17:15	65	77			142
05:30	6	7			13	17:30	64	82			146
05:45	10	18	8	20	18	17:45	73	254	62	310	135
06:00	7	9			16	18:00	53	60			113
06:15	6	16			22	18:15	55	70			125
06:30	12	9			21	18:30	41	62			103
06:45	17	42	20	54	37	18:45	39	188	47	239	86
07:00	17	22			39	19:00	26	49			75
07:15	36	32			68	19:15	33	38			71
07:30	40	52			92	19:30	30	43			73
07:45	73	166	34	140	107	19:45	26	115	23	153	49
08:00	84	38			122	20:00	27	28			55
08:15	77	42			119	20:15	30	21			51
08:30	83	44			127	20:30	31	26			57
08:45	82	326	39	163	121	20:45	17	105	24	99	41
09:00	50	32			82	21:00	14	21			35
09:15	43	17			60	21:15	16	15			31
09:30	44	42			86	21:30	15	20			35
09:45	41	178	33	124	74	21:45	14	59	19	75	33
10:00	46	32			78	22:00	10	13			23
10:15	32	26			58	22:15	11	14			25
10:30	28	30			58	22:30	10	10			20
10:45	34	140	31	119	65	22:45	10	41	4	41	14
11:00	28	25			53	23:00	11	10			21
11:15	42	27			69	23:15	8	1			9
11:30	49	44			93	23:30	7	10			17
11:45	43	162	27	123	70	23:45	4	30	4	25	8
TOTALS	1058	762			1820	TOTALS	1840	1854			3694
SPLIT %	58.1%	41.9%			33.0%	SPLIT %	49.8%	50.2%			67.0%

DAILY TOTALS					NB	SB	EB	WB	Total		
					2,898	2,616	0	0	5,514		
AM Peak Hour	08:00	07:30			08:00	PM Peak Hour	17:15	16:45		17:00	
AM Pk Volume	326	166			489	PM Pk Volume	255	316		564	
Pk Hr Factor	0.970	0.798			0.963	Pk Hr Factor	0.873	0.888		0.966	
7 - 9 Volume	492	303	0	0	795	4 - 6 Volume	454	572	0	0	1026
7 - 9 Peak Hour	08:00	07:30			08:00	4 - 6 Peak Hour	17:00	16:45			17:00
7 - 9 Pk Volume	326	166	0	0	489	4 - 6 Pk Volume	254	316	0	0	564
Pk Hr Factor	0.970	0.798	0.000	0.000	0.963	Pk Hr Factor	0.870	0.888	0.000	0.000	0.966

VOLUME

Cordova St between Los Robles Ave & Oakland Ave

Day: Tuesday
Date: 5/21/2013City: Pasadena
Project #: CA13_5277_008

DAILY TOTALS					NB	SB	EB		WB	Total		
					0	0	3,431	6,571	10,002			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00			4	6	10	12:00			51	107	158	
00:15			5	4	9	12:15			57	105	162	
00:30			3	3	6	12:30			47	107	154	
00:45			5	17	6	12:45			56	211	119	438
01:00			3	5	8	13:00			45	95	140	
01:15			3	0	3	13:15			57	107	164	
01:30			2	0	2	13:30			49	113	162	
01:45			1	9	1	13:45			51	202	139	454
02:00			5	5	10	14:00			45	103	148	
02:15			2	5	7	14:15			46	100	146	
02:30			0	1	1	14:30			63	101	164	
02:45			1	8	1	14:45			64	218	121	425
03:00			0	2	2	15:00			69	126	195	
03:15			1	1	2	15:15			75	132	207	
03:30			0	1	1	15:30			60	117	177	
03:45			1	2	1	15:45			59	263	104	479
04:00			2	2	4	16:00			79	116	195	
04:15			1	4	5	16:15			51	119	170	
04:30			3	3	6	16:30			70	115	185	
04:45			6	12	5	16:45			89	289	126	476
05:00			10	8	18	17:00			105	165	270	
05:15			5	12	17	17:15			107	161	268	
05:30			10	17	27	17:30			93	151	244	
05:45			14	39	14	17:45			109	414	136	613
06:00			10	45	55	18:00			92	106	198	
06:15			11	28	39	18:15			90	103	193	
06:30			13	45	58	18:30			83	117	200	
06:45			28	62	61	18:45			51	316	105	431
07:00			27	65	92	19:00			41	96	137	
07:15			40	65	105	19:15			47	86	133	
07:30			48	89	137	19:30			46	76	122	
07:45			56	171	137	19:45			43	177	86	344
08:00			62	144	206	20:00			37	73	110	
08:15			48	121	169	20:15			28	60	88	
08:30			60	127	187	20:30			19	64	83	
08:45			47	217	133	20:45			32	116	75	272
09:00			38	111	149	21:00			33	57	90	
09:15			39	95	134	21:15			29	77	106	
09:30			44	89	133	21:30			24	46	70	
09:45			45	166	96	21:45			14	100	41	221
10:00			43	85	128	22:00			15	30	45	
10:15			41	73	114	22:15			17	26	43	
10:30			34	92	126	22:30			10	25	35	
10:45			42	160	88	22:45			13	55	21	102
11:00			47	90	137	23:00			6	19	25	
11:15			40	85	125	23:15			6	8	14	
11:30			52	91	143	23:30			4	6	10	
11:45			43	182	114	23:45			9	25	7	40
TOTALS			1045	2276	3321	TOTALS			2386	4295	6681	
SPLIT %			31.5%	68.5%	33.2%	SPLIT %			35.7%	64.3%	66.8%	

DAILY TOTALS					NB	SB	EB		WB	Total	
					0	0	3,431	6,571	10,002		
AM Peak Hour			07:45	07:45	07:45	PM Peak Hour			17:00	17:00	17:00
AM Pk Volume			226	529	755	PM Pk Volume			414	613	1027
Pk Hr Factor			0.911	0.918	0.916	Pk Hr Factor			0.950	0.929	0.951
7 - 9 Volume	0	0	388	881	1269	4 - 6 Volume	0	0	703	1089	1792
7 - 9 Peak Hour			07:45	07:45	07:45	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	226	529	755	4 - 6 Pk Volume	0	0	414	613	1027
Pk Hr Factor	0.000	0.000	0.911	0.918	0.916	Pk Hr Factor	0.000	0.000	0.950	0.929	0.951

VOLUME

Colorado Blvd between Los Robles Ave & Oakland Ave

Day: Wednesday

Date: 5/29/2013

City: Pasadena

Project #: CA13_5277_015

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	10,524	10,425	20,949					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			25	32	57	12:00			187	190	377			
00:15			18	17	35	12:15			193	162	355			
00:30			22	18	40	12:30			169	204	373			
00:45			9	74	10	12:45			196	745	177	733	373	1478
01:00			14	13	27	13:00			188	194	382			
01:15			11	13	24	13:15			175	192	367			
01:30			17	7	24	13:30			178	199	377			
01:45			7	49	4	13:45			181	722	211	796	392	1518
02:00			11	6	17	14:00			177	181	358			
02:15			3	6	9	14:15			162	189	351			
02:30			8	8	16	14:30			168	186	354			
02:45			4	26	3	14:45			182	689	180	736	362	1425
03:00			14	4	18	15:00			171	173	344			
03:15			9	7	16	15:15			169	170	339			
03:30			7	1	8	15:30			201	195	396			
03:45			11	41	3	15:45			168	709	190	728	358	1437
04:00			10	7	17	16:00			159	205	364			
04:15			8	10	18	16:15			183	173	356			
04:30			8	8	16	16:30			209	165	374			
04:45			19	45	8	16:45			188	739	209	752	397	1491
05:00			16	19	35	17:00			236	198	434			
05:15			22	21	43	17:15			218	183	401			
05:30			35	34	69	17:30			214	188	402			
05:45			56	129	33	17:45			215	883	183	752	398	1635
06:00			48	36	84	18:00			210	169	379			
06:15			41	51	92	18:15			188	185	373			
06:30			50	45	95	18:30			195	134	329			
06:45			48	187	72	18:45			177	770	148	636	325	1406
07:00			60	84	144	19:00			150	151	301			
07:15			78	94	172	19:15			173	141	314			
07:30			100	113	213	19:30			159	133	292			
07:45			115	353	114	19:45			154	636	153	578	307	1214
08:00			145	135	280	20:00			130	112	242			
08:15			106	133	239	20:15			141	106	247			
08:30			134	141	275	20:30			143	125	268			
08:45			142	527	134	20:45			118	532	110	453	228	985
09:00			149	137	286	21:00			104	129	233			
09:15			146	134	280	21:15			130	119	249			
09:30			154	129	283	21:30			105	128	233			
09:45			163	612	147	21:45			97	436	114	490	211	926
10:00			169	140	309	22:00			76	95	171			
10:15			137	123	260	22:15			64	124	188			
10:30			151	161	312	22:30			52	72	124			
10:45			174	631	144	22:45			37	229	68	359	105	588
11:00			157	175	332	23:00			43	50	93			
11:15			143	157	300	23:15			28	50	78			
11:30			151	177	328	23:30			27	35	62			
11:45			164	615	183	23:45			47	145	26	161	73	306
TOTALS			3289	3251	6540	TOTALS			7235	7174	14409			
SPLIT %			50.3%	49.7%	31.2%	SPLIT %			50.2%	49.8%	68.8%			

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	10,524	10,425	20,949		
AM Peak Hour			11:45	11:45	11:45	PM Peak Hour			17:00	13:00	17:00
AM Pk Volume			713	739	1452	PM Pk Volume			883	796	1635
Pk Hr Factor			0.924	0.906	0.963	Pk Hr Factor			0.935	0.943	0.942
7 - 9 Volume	0	0	880	948	1828	4 - 6 Volume	0	0	1622	1504	3126
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			17:00	16:45	17:00
7 - 9 Pk Volume	0	0	527	543	1070	4 - 6 Pk Volume	0	0	883	778	1635
Pk Hr Factor	0.000	0.000	0.909	0.963	0.955	Pk Hr Factor	0.000	0.000	0.935	0.931	0.942

VOLUME

Colorado Blvd between Euclid Ave & Los Robles Ave

Day: Tuesday
Date: 5/21/2013

City: Pasadena
Project #: CA13_5277_014

DAILY TOTALS					NB	SB						Total			
					0	0						19,893			
							9,882					10,011			
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00			42	28	70		12:00			171	188	359			
00:15			34	32	66		12:15			165	172	337			
00:30			27	35	62		12:30			185	160	345			
00:45			25	128	18	113	12:45			181	702	170	690	351	1392
01:00			10	17	27		13:00			156	198	354			
01:15			14	16	30		13:15			177	193	370			
01:30			17	12	29		13:30			181	172	353			
01:45			9	50	8	53	13:45			167	681	178	741	345	1422
02:00			9	8	17		14:00			161	174	335			
02:15			9	13	22		14:15			150	180	330			
02:30			8	7	15		14:30			161	164	325			
02:45			7	33	3	31	14:45			148	620	167	685	315	1305
03:00			7	2	9		15:00			188	191	379			
03:15			4	9	13		15:15			187	188	375			
03:30			2	4	6		15:30			208	176	384			
03:45			2	15	6	21	15:45			183	766	166	721	349	1487
04:00			8	6	14		16:00			194	161	355			
04:15			7	5	12		16:15			208	161	369			
04:30			9	12	21		16:30			212	179	391			
04:45			15	39	11	34	16:45			180	794	154	655	334	1449
05:00			12	20	32		17:00			233	195	428			
05:15			16	20	36		17:15			198	177	375			
05:30			37	39	76		17:30			195	183	378			
05:45			46	111	37	116	17:45			185	811	166	721	351	1532
06:00			48	34	82		18:00			215	160	375			
06:15			45	40	85		18:15			175	167	342			
06:30			60	60	120		18:30			160	168	328			
06:45			64	217	98	232	18:45			159	709	137	632	296	1341
07:00			69	81	150		19:00			159	152	311			
07:15			90	116	206		19:15			139	144	283			
07:30			86	119	205		19:30			148	135	283			
07:45			104	349	128	444	19:45			137	583	128	559	265	1142
08:00			115	121	236		20:00			140	125	265			
08:15			108	142	250		20:15			117	141	258			
08:30			128	123	251		20:30			120	115	235			
08:45			134	485	128	514	20:45			102	479	107	488	209	967
09:00			124	118	242		21:00			117	118	235			
09:15			106	109	215		21:15			109	126	235			
09:30			135	110	245		21:30			90	114	204			
09:45			129	494	158	495	21:45			131	447	93	451	224	898
10:00			121	119	240		22:00			79	104	183			
10:15			111	146	257		22:15			80	100	180			
10:30			149	151	300		22:30			70	58	128			
10:45			146	527	136	552	22:45			54	283	42	304	96	587
11:00			98	146	244		23:00			52	47	99			
11:15			72	151	223		23:15			36	34	70			
11:30			97	149	246		23:30			45	34	79			
11:45			113	380	165	611	23:45			46	179	33	148	79	327
TOTALS			2828		3216		TOTALS			7054		6795		13849	
SPLIT %			46.8%		53.2%		SPLIT %			50.9%		49.1%		69.6%	

DAILY TOTALS					NB	SB						Total
					0	0						19,893
							9,882					10,011
AM Peak Hour			11:45	11:45	11:45		PM Peak Hour			16:15	13:00	17:00
AM Pk Volume			634	685	1319		PM Pk Volume			833	741	1532
Pk Hr Factor			0.857	0.911	0.919		Pk Hr Factor			0.894	0.936	0.895
7 - 9 Volume	0	0	834	958	1792		4 - 6 Volume	0	0	1605	1376	2981
7 - 9 Peak Hour			08:00	07:45	08:00		4 - 6 Peak Hour			16:15	17:00	17:00
7 - 9 Pk Volume	0	0	485	514	999		4 - 6 Pk Volume	0	0	833	721	1532
Pk Hr Factor	0.000	0.000	0.905	0.905	0.953		Pk Hr Factor	0.000	0.000	0.894	0.924	0.895

VOLUME

Colorado Blvd between Marengo Ave & Garfield Ave

Day: Wednesday
Date: 5/29/2013

City: Pasadena
Project #: CA13_5277_013

DAILY TOTALS					NB	SB	EB		WB	Total		
					0	0	9,533	10,694	20,227			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00			27	35	62	12:00			155	171	326	
00:15			17	29	46	12:15			156	155	311	
00:30			17	23	40	12:30			158	187	345	
00:45			17	78	15	12:45			155	624	179	692
01:00			19	24	43	13:00			170	176	346	
01:15			14	20	34	13:15			141	189	330	
01:30			18	10	28	13:30			184	165	349	
01:45			13	64	15	13:45			159	654	201	731
02:00			11	6	17	14:00			167	185	352	
02:15			8	10	18	14:15			132	185	317	
02:30			10	9	19	14:30			164	186	350	
02:45			5	34	5	14:45			144	607	178	734
03:00			13	5	18	15:00			136	173	309	
03:15			8	8	16	15:15			153	169	322	
03:30			5	0	5	15:30			184	187	371	
03:45			7	33	5	15:45			151	624	186	715
04:00			9	8	17	16:00			136	198	334	
04:15			9	14	23	16:15			166	164	330	
04:30			7	9	16	16:30			184	183	367	
04:45			15	40	12	16:45			173	659	198	743
05:00			19	19	38	17:00			173	201	374	
05:15			25	25	50	17:15			160	191	351	
05:30			38	34	72	17:30			203	196	399	
05:45			42	124	38	17:45			174	710	175	763
06:00			47	44	91	18:00			175	173	348	
06:15			47	47	94	18:15			163	181	344	
06:30			49	61	110	18:30			157	173	330	
06:45			59	202	92	18:45			169	664	151	678
07:00			61	95	156	19:00			142	161	303	
07:15			88	98	186	19:15			145	155	300	
07:30			105	119	224	19:30			142	162	304	
07:45			122	376	126	19:45			126	555	162	640
08:00			140	147	287	20:00			97	109	206	
08:15			113	128	241	20:15			127	129	256	
08:30			149	136	285	20:30			128	135	263	
08:45			133	535	145	20:45			102	454	142	515
09:00			133	139	272	21:00			119	140	259	
09:15			130	137	267	21:15			126	135	261	
09:30			144	129	273	21:30			97	154	251	
09:45			148	555	145	21:45			90	432	100	529
10:00			148	140	288	22:00			69	128	197	
10:15			110	135	245	22:15			79	106	185	
10:30			137	126	263	22:30			55	77	132	
10:45			149	544	145	22:45			40	243	71	382
11:00			153	167	320	23:00			49	74	123	
11:15			133	160	293	23:15			27	62	89	
11:30			146	145	291	23:30			28	41	69	
11:45			138	570	174	23:45			48	152	37	214
TOTALS			3155	3358	6513	TOTALS			6378	7336	13714	
SPLIT %			48.4%	51.6%	32.2%	SPLIT %			46.5%	53.5%	67.8%	

DAILY TOTALS					NB	SB	EB		WB	Total	
					0	0	9,533	10,694	20,227		
AM Peak Hour			11:45	11:45	11:45	PM Peak Hour			17:30	16:45	16:45
AM Pk Volume			607	687	1294	PM Pk Volume			715	786	1495
Pk Hr Factor			0.960	0.918	0.938	Pk Hr Factor			0.881	0.978	0.937
7 - 9 Volume	0	0	911	994	1905	4 - 6 Volume	0	0	1369	1506	2875
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			17:00	16:45	16:45
7 - 9 Pk Volume	0	0	535	556	1091	4 - 6 Pk Volume	0	0	710	786	1495
Pk Hr Factor	0.000	0.000	0.898	0.946	0.950	Pk Hr Factor	0.000	0.000	0.874	0.978	0.937

VOLUME

Colorado Blvd between Arroyo Pkwy & Marengo Ave

Day: Wednesday
Date: 5/29/2013City: Pasadena
Project #: CA13_5277_012

DAILY TOTALS					NB	SB	EB	WB	Total			
					0	0	9,349	11,335	20,684			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00			23	34	57	12:00			135	189	324	
00:15			16	37	53	12:15			142	173	315	
00:30			18	34	52	12:30			155	188	343	
00:45			16	73	20	12:45			154	586	181	731
01:00			23	20	43	13:00			170	224	394	
01:15			15	13	28	13:15			144	191	335	
01:30			19	13	32	13:30			177	202	379	
01:45			19	76	7	13:45			143	634	183	800
02:00			12	8	20	14:00			159	204	363	
02:15			9	13	22	14:15			116	203	319	
02:30			10	5	15	14:30			156	195	351	
02:45			6	37	4	14:45			141	572	180	782
03:00			13	5	18	15:00			132	192	324	
03:15			7	13	20	15:15			149	205	354	
03:30			12	6	18	15:30			170	163	333	
03:45			12	44	7	15:45			153	604	181	741
04:00			7	4	11	16:00			140	187	327	
04:15			11	9	20	16:15			155	159	314	
04:30			8	26	34	16:30			181	178	359	
04:45			20	46	34	16:45			172	648	176	700
05:00			21	24	45	17:00			167	236	403	
05:15			26	36	62	17:15			149	221	370	
05:30			39	50	89	17:30			199	224	423	
05:45			46	132	47	17:45			161	676	199	880
06:00			42	49	91	18:00			161	159	320	
06:15			42	58	100	18:15			143	180	323	
06:30			59	83	142	18:30			147	192	339	
06:45			58	201	113	18:45			157	608	139	670
07:00			69	97	166	19:00			134	158	292	
07:15			87	129	216	19:15			135	148	283	
07:30			112	164	276	19:30			150	143	293	
07:45			125	393	151	19:45			115	534	137	586
08:00			149	137	286	20:00			106	135	241	
08:15			122	161	283	20:15			126	147	273	
08:30			149	141	290	20:30			121	138	259	
08:45			137	557	155	20:45			94	447	142	562
09:00			134	135	269	21:00			121	144	265	
09:15			130	124	254	21:15			125	160	285	
09:30			126	123	249	21:30			99	130	229	
09:45			150	540	151	21:45			96	441	135	569
10:00			140	132	272	22:00			75	120	195	
10:15			100	164	264	22:15			76	111	187	
10:30			147	164	311	22:30			57	53	110	
10:45			142	529	140	22:45			46	254	58	342
11:00			152	172	324	23:00			45	50	95	
11:15			123	167	290	23:15			35	46	81	
11:30			149	186	335	23:30			28	45	73	
11:45			141	565	221	23:45			44	152	45	186
TOTALS			3193	3786	6979	TOTALS			6156	7549	13705	
SPLIT %			45.8%	54.2%	33.7%	SPLIT %			44.9%	55.1%	66.3%	

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	9,349	11,335	20,684		
AM Peak Hour			11:45	11:45	11:45	PM Peak Hour			16:45	17:00	17:00
AM Pk Volume			573	771	1344	PM Pk Volume			687	880	1556
Pk Hr Factor			0.924	0.872	0.928	Pk Hr Factor			0.863	0.932	0.920
7 - 9 Volume	0	0	950	1135	2085	4 - 6 Volume	0	0	1324	1580	2904
7 - 9 Peak Hour			08:00	07:30	08:00	4 - 6 Peak Hour			16:45	17:00	17:00
7 - 9 Pk Volume	0	0	557	613	1151	4 - 6 Pk Volume	0	0	687	880	1556
Pk Hr Factor	0.000	0.000	0.935	0.934	0.985	Pk Hr Factor	0.000	0.000	0.863	0.932	0.920

APPENDIX D

ICU Worksheets - Existing (2013) Conditions

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: FAIR OAKS AVENUE						
East/West Street: MAPLE STREET						
Scenario: EXISTING (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	420	0	0.000	N-S(1): 0.102
	TH	3.00	1,164	5,100	0.311 *	N-S(2): 0.401 *
	LT	0.00	0	0	0.000	E-W(1): 0.138 *
Westbound	RT	1.00	190	1,700	0.112	E-W(2): 0.136
	TH	1.99	463	3,400	0.136	
	LT	1.01	234	1,700	0.138 *	V/C: 0.539
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	347	3,400	0.102	
	LT	2.00	274	3,060	0.090 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.639
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	390	1,700	0.229 *	N-S(1): 0.264
	TH	3.00	676	3,400	0.199	N-S(2): 0.363 *
	LT	0.00	0	0	0.000	E-W(1): 0.121
Westbound	RT	1.00	208	1,700	0.122	E-W(2): 0.180 *
	TH	2.00	613	3,400	0.180 *	
	LT	1.00	206	1,700	0.121	V/C: 0.543
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	899	3,400	0.264	
	LT	2.00	410	3,060	0.134 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.642
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: FAIR OAKS AVENUE						
East/West Street: CORSON STREET						
Scenario: EXISTING (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.237 *
	TH	3.00	1,131	5,100	0.222	N-S(2): 0.222
	LT	1.00	264	1,700	0.155 *	E-W(1): 0.222 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.118
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.459
Northbound	RT	1.00	92	1,700	0.054	Lost Time: 0.100
	TH	3.00	419	5,100	0.082 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	342	1,700	0.201	ICU: 0.559
	TH	2.00	754	3,400	0.222 *	
	LT	1.00	201	1,700	0.118	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.302 *
	TH	3.00	646	5,100	0.127	N-S(2): 0.127
	LT	1.00	186	1,700	0.109 *	E-W(1): 0.214 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.213
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.516
Northbound	RT	1.00	256	1,700	0.151	Lost Time: 0.100
	TH	3.00	986	5,100	0.193 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	226	1,700	0.133	ICU: 0.616
	TH	2.00	726	3,400	0.214 *	
	LT	1.00	362	1,700	0.213	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: FAIR OAKS AVENUE						
East/West Street: WALNUT STREET						
Scenario: EXISTING (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	105	0	0.000	N-S(1): 0.259
	TH	3.00	1,088	5,100	0.234 *	N-S(2): 0.262 *
	LT	1.00	276	1,700	0.162	E-W(1): 0.259 *
Westbound	RT	1.00	133	1,700	0.000	E-W(2): 0.108
	TH	2.00	275	3,400	0.081	
	LT	1.00	92	1,700	0.054 *	V/C: 0.521
Northbound	RT	1.00	90	1,700	0.000	Lost Time: 0.100
	TH	2.00	330	3,400	0.097	
	LT	1.00	48	1,700	0.028 *	
Eastbound	RT	0.00	85	0	0.000	ICU: 0.621
	TH	2.00	612	3,400	0.205 *	
	LT	1.00	46	1,700	0.027	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	60	0	0.000	N-S(1): 0.364 *
	TH	3.00	647	5,100	0.139	N-S(2): 0.207
	LT	1.00	207	1,700	0.122 *	E-W(1): 0.200
Westbound	RT	1.00	244	1,700	0.022	E-W(2): 0.278 *
	TH	2.00	756	3,400	0.222 *	
	LT	1.00	78	1,700	0.046	V/C: 0.642
Northbound	RT	1.00	104	1,700	0.015	Lost Time: 0.100
	TH	2.00	824	3,400	0.242 *	
	LT	1.00	115	1,700	0.068	
Eastbound	RT	0.00	65	0	0.000	ICU: 0.742
	TH	2.00	458	3,400	0.154	
	LT	1.00	95	1,700	0.056 *	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: COLORADO BOULEVARD						
Scenario: EXISTING (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	8	1,700	0.000	N-S(1): 0.077
	TH	2.00	151	3,400	0.046 *	N-S(2): 0.102 *
	LT	0.00	4	1,700	0.002	E-W(1): 0.201 *
Westbound	RT	1.00	28	1,700	0.014	E-W(2): 0.114
	TH	2.00	341	3,400	0.100	
	LT	1.00	177	1,700	0.104 *	V/C: 0.303
Northbound	RT	1.00	192	1,700	0.009	Lost Time: 0.100
	TH	2.00	158	3,400	0.075	
	LT	0.00	96	1,700	0.056 *	
Eastbound	RT	0.00	48	0	0.000	ICU: 0.403
	TH	2.00	283	3,400	0.097 *	
	LT	1.00	24	1,700	0.014	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	38	1,700	0.011	N-S(1): 0.136
	TH	2.00	261	3,400	0.084 *	N-S(2): 0.175 *
	LT	0.00	23	1,700	0.014	E-W(1): 0.342 *
Westbound	RT	1.00	43	1,700	0.012	E-W(2): 0.192
	TH	2.00	614	3,400	0.181	
	LT	1.00	279	1,700	0.164 *	V/C: 0.517
Northbound	RT	1.00	199	1,700	0.000	Lost Time: 0.100
	TH	2.00	259	3,400	0.122	
	LT	0.00	155	1,700	0.091 *	
Eastbound	RT	0.00	62	0	0.000	ICU: 0.617
	TH	2.00	542	3,400	0.178 *	
	LT	1.00	19	1,700	0.011	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: GREEN STREET						
Scenario: EXISTING (2013) CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.154 *
	TH	2.00	281	3,400	0.083	N-S(2): 0.083
	LT	1.00	58	1,700	0.034 *	E-W(1): 0.078 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.013
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.232
Northbound	RT	2.00	365	3,400	0.107	Lost Time: 0.100
	TH	2.00	409	3,400	0.120 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	58	0	0.000	ICU: 0.332
	TH	4.00	447	6,800	0.078 *	
	LT	0.00	22	1,700	0.013	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.179 *
	TH	2.00	545	3,400	0.160	N-S(2): 0.160
	LT	1.00	48	1,700	0.028 *	E-W(1): 0.170 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.018
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.349
Northbound	RT	2.00	233	3,400	0.069	Lost Time: 0.100
	TH	2.00	515	3,400	0.151 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	72	0	0.000	ICU: 0.449
	TH	4.00	1,051	6,800	0.170 *	
	LT	0.00	30	1,700	0.018	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: CORDOVA STREET						
Scenario: EXISTING (2013) CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.172 *
	TH	2.00	318	3,400	0.094	N-S(2): 0.094
	LT	1.00	20	1,700	0.012 *	E-W(1): 0.099 *
Westbound	RT	1.00	108	1,700	0.052	E-W(2): 0.052
	TH	0.00	0	0	0.000	
	LT	2.00	303	3,060	0.099 *	V/C: 0.271
Northbound	RT	0.00	116	0	0.000	Lost Time: 0.100
	TH	3.00	700	5,100	0.160 *	
	LT	1.00	0	1,700	0.000	
Eastbound	RT	1.00	0	1,700	0.000	ICU: 0.371
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	3	0	0.000	N-S(1): 0.152
	TH	2.00	581	3,400	0.172 *	N-S(2): 0.173 *
	LT	1.00	29	1,700	0.017	E-W(1): 0.202 *
Westbound	RT	1.00	115	1,700	0.051	E-W(2): 0.051
	TH	0.00	0	0	0.000	
	LT	2.00	615	3,060	0.201 *	V/C: 0.375
Northbound	RT	0.00	116	0	0.000	Lost Time: 0.100
	TH	3.00	574	5,100	0.135	
	LT	1.00	1	1,700	0.001 *	
Eastbound	RT	1.00	3	1,700	0.001 *	ICU: 0.475
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	LOS: A

* = Critical Movement

Project:	PASEO COLORADO REDEVELOPMENT PROJECT					
North/South Street:	ARROYO PARKWAY					
East/West Street:	DEL MAR BOULEVARD					
Scenario:	EXISTING (2013) CONDITIONS					

Thru Lane:	1700 vph [1]	N-S Split Phase :	N
Left-Turn Lane:	1700 vph [1]	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	143	1,139	0.090	N-S(1): 0.220 * N-S(2): 0.174 E-W(1): 0.288 E-W(2): 0.304 * V/C: 0.524 Lost Time: 0.100
	TH	3.00	505	5,100	0.099	
	LT	1.00	67	1,700	0.039 *	
Westbound	RT	1.00	20	1,700	0.000	V/C: 0.524 Lost Time: 0.100
	TH	2.00	611	2,278	0.268 *	
	LT	1.00	197	1,700	0.116	
Northbound	RT	0.00	174	0	0.000	ICU: 0.624 LOS: B
	TH	3.00	748	5,100	0.181 *	
	LT	1.00	85	1,139	0.075	
Eastbound	RT	1.00	87	1,139	0.002	ICU: 0.624 LOS: B
	TH	2.00	391	2,278	0.172	
	LT	1.00	41	1,139	0.036 *	

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	240	1,139	0.169	N-S(1): 0.210 N-S(2): 0.293 * E-W(1): 0.374 * E-W(2): 0.268 V/C: 0.667 Lost Time: 0.100
	TH	3.00	931	5,100	0.183 *	
	LT	1.00	52	1,700	0.031	
Westbound	RT	1.00	33	1,700	0.000	V/C: 0.667 Lost Time: 0.100
	TH	2.00	518	2,278	0.227	
	LT	1.00	219	1,700	0.129 *	
Northbound	RT	0.00	226	0	0.000	ICU: 0.767 LOS: C
	TH	3.00	689	5,100	0.179	
	LT	1.00	125	1,139	0.110 *	
Eastbound	RT	1.00	121	1,139	0.000	ICU: 0.767 LOS: C
	TH	2.00	559	2,278	0.245 *	
	LT	1.00	47	1,139	0.041	

* = Critical Movement

[1] Capacity for approaches/movements delayed by the adjacent railroad crossing have been reduced to 1,139 vph.

Project:	PASEO COLORADO REDEVELOPMENT PROJECT					
North/South Street:	ARROYO PARKWAY					
East/West Street:	CALIFORNIA BOULEVARD					
Scenario:	EXISTING (2013) CONDITIONS					

Thru Lane:	1700 vph [1]	N-S Split Phase :	N
Left-Turn Lane:	1700 vph [1]	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	25	0	0.000	N-S(1): 0.235 N-S(2): 0.252 * E-W(1): 0.360 E-W(2): 0.363 * V/C: 0.615 Lost Time: 0.100
	TH	3.00	642	4,539	0.147 *	
	LT	1.00	30	1,700	0.018	
Westbound	RT	0.00	22	0	0.000	V/C: 0.615 Lost Time: 0.100
	TH	2.00	747	2,278	0.338 *	
	LT	1.00	322	1,700	0.189	
Northbound	RT	0.00	193	0	0.000	ICU: 0.715 LOS: C
	TH	3.00	915	5,100	0.217	
	LT	1.00	120	1,139	0.105 *	
Eastbound	RT	1.00	101	1,139	0.000	ICU: 0.715 LOS: C
	TH	2.00	389	2,278	0.171	
	LT	1.00	28	1,139	0.025 *	

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	90	0	0.000	N-S(1): 0.264 N-S(2): 0.374 * E-W(1): 0.475 * E-W(2): 0.319 V/C: 0.849 Lost Time: 0.100
	TH	3.00	1,119	4,539	0.266 *	
	LT	1.00	68	1,700	0.040	
Westbound	RT	0.00	70	0	0.000	V/C: 0.849 Lost Time: 0.100
	TH	2.00	485	2,278	0.244	
	LT	1.00	278	1,700	0.164 *	
Northbound	RT	0.00	275	0	0.000	ICU: 0.949 LOS: E
	TH	3.00	867	5,100	0.224	
	LT	1.00	123	1,139	0.108 *	
Eastbound	RT	1.00	124	1,139	0.001	ICU: 0.949 LOS: E
	TH	2.00	709	2,278	0.311 *	
	LT	1.00	85	1,139	0.075	

* = Critical Movement

[1] Capacity for approaches/movements delayed by the adjacent railroad crossing have been reduced to 1,139 vph.

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: MAPLE STREET						
Scenario: EXISTING (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	72	0	0.000	N-S(1): 0.058
	TH	2.00	578	3,400	0.191 *	N-S(2): 0.238 *
	LT	0.00	0	0	0.000	E-W(1): 0.266 *
Westbound	RT	0.00	55	0	0.000	E-W(2): 0.239
	TH	1.55	575	2,636	0.239	
	LT	1.45	589	2,218	0.266 *	V/C: 0.504
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	196	3,400	0.058	
	LT	1.00	80	1,700	0.047 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.604
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	39	0	0.000	N-S(1): 0.107
	TH	2.00	274	3,400	0.092 *	N-S(2): 0.212 *
	LT	0.00	0	0	0.000	E-W(1): 0.201
Westbound	RT	0.00	115	0	0.000	E-W(2): 0.262 *
	TH	2.00	776	3,400	0.262 *	
	LT	1.00	341	1,700	0.201	V/C: 0.474
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	365	3,400	0.107	
	LT	1.00	204	1,700	0.120 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.574
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: CORSON STREET						
Scenario: EXISTING (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.256 *
	TH	2.00	872	3,400	0.256 *	N-S(2): 0.256 *
	LT	1.00	306	1,700	0.180 *	E-W(1): 0.184 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.022
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.440
Northbound	RT	2.00	260	3,400	0.076 *	Lost Time: 0.100
	TH	2.00	221	3,400	0.065	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	176	0	0.000	ICU: 0.540
	TH	3.00	725	5,100	0.184 *	
	LT	0.00	38	1,700	0.022	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.189 *
	TH	2.00	480	3,400	0.141	N-S(2): 0.141
	LT	1.00	110	1,700	0.065 *	E-W(1): 0.232 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.066
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.421
Northbound	RT	1.74	366	2,952	0.124	Lost Time: 0.100
	TH	2.26	477	3,848	0.124 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	113	0	0.000	ICU: 0.521
	TH	3.00	959	5,100	0.232 *	
	LT	0.00	113	1,700	0.066	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: WALNUT STREET						
Scenario: EXISTING (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	131	0	0.000	N-S(1): 0.179
	TH	2.00	909	3,400	0.306 *	N-S(2): 0.355 *
	LT	1.00	85	1,700	0.050	E-W(1): 0.264 *
Westbound	RT	1.00	46	1,700	0.000	E-W(2): 0.145
	TH	2.00	423	3,400	0.124	
	LT	1.00	66	1,700	0.039 *	V/C: 0.619
Northbound	RT	1.00	90	1,700	0.014	Lost Time: 0.100
	TH	2.00	438	3,400	0.129	
	LT	1.00	83	1,700	0.049 *	
Eastbound	RT	0.00	148	0	0.000	ICU: 0.719
	TH	2.00	617	3,400	0.225 *	
	LT	1.00	36	1,700	0.021	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	64	0	0.000	N-S(1): 0.248 *
	TH	2.00	485	3,400	0.161	N-S(2): 0.237
	LT	1.00	67	1,700	0.039 *	E-W(1): 0.341 *
Westbound	RT	1.00	92	1,700	0.015	E-W(2): 0.277
	TH	2.00	824	3,400	0.242	
	LT	1.00	101	1,700	0.059 *	V/C: 0.589
Northbound	RT	1.00	126	1,700	0.015	Lost Time: 0.100
	TH	2.00	709	3,400	0.209 *	
	LT	1.00	129	1,700	0.076	
Eastbound	RT	0.00	87	0	0.000	ICU: 0.689
	TH	2.00	871	3,400	0.282 *	
	LT	1.00	60	1,700	0.035	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: UNION STREET						
Scenario: EXISTING (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	91	0	0.000	N-S(1): 0.164
	TH	2.00	613	3,400	0.207 *	N-S(2): 0.246 *
	LT	0.00	0	0	0.000	E-W(1): 0.019
Westbound	RT	0.00	25	0	0.000	E-W(2): 0.075 *
	TH	3.00	326	5,100	0.075 *	
	LT	0.00	32	1,700	0.019	V/C: 0.321
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	556	3,400	0.164	
	LT	1.00	66	1,700	0.039 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.421
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	61	0	0.000	N-S(1): 0.160
	TH	2.00	546	3,400	0.179 *	N-S(2): 0.204 *
	LT	0.00	0	0	0.000	E-W(1): 0.064
Westbound	RT	0.00	87	0	0.000	E-W(2): 0.199 *
	TH	3.00	821	5,100	0.199 *	
	LT	0.00	109	1,700	0.064	V/C: 0.403
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	544	3,400	0.160	
	LT	1.00	42	1,700	0.025 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.503
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: EXISTING (2013) CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	75	0	0.000	N-S(1): 0.156
	TH	2.00	548	3,400	0.183 *	N-S(2): 0.207 *
	LT	1.00	32	1,700	0.019	E-W(1): 0.172 *
Westbound	RT	1.00	30	1,700	0.000	E-W(2): 0.149
	TH	2.00	417	3,400	0.123	
	LT	1.00	96	1,700	0.056 *	V/C: 0.379
Northbound	RT	1.00	41	1,700	0.000	Lost Time: 0.100
	TH	2.00	466	3,400	0.137	
	LT	1.00	41	1,700	0.024 *	
Eastbound	RT	1.00	35	1,700	0.000	ICU: 0.479
	TH	2.00	395	3,400	0.116 *	
	LT	1.00	45	1,700	0.026	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	75	0	0.000	N-S(1): 0.215
	TH	2.00	561	3,400	0.187 *	N-S(2): 0.219 *
	LT	1.00	107	1,700	0.063	E-W(1): 0.252
Westbound	RT	1.00	46	1,700	0.000	E-W(2): 0.271 *
	TH	2.00	790	3,400	0.232 *	
	LT	1.00	94	1,700	0.055	V/C: 0.490
Northbound	RT	1.00	72	1,700	0.000	Lost Time: 0.100
	TH	2.00	518	3,400	0.152	
	LT	1.00	54	1,700	0.032 *	
Eastbound	RT	1.00	30	1,700	0.000	ICU: 0.590
	TH	2.00	669	3,400	0.197	
	LT	1.00	67	1,700	0.039 *	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: GREEN STREET						
Scenario: EXISTING (2013) CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.287 *
	TH	2.00	411	3,400	0.121	N-S(2): 0.121
	LT	1.00	239	1,700	0.141 *	E-W(1): 0.118 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.046
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.405
Northbound	RT	1.00	109	1,700	0.064	Lost Time: 0.100
	TH	2.00	498	3,400	0.146 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	82	0	0.000	ICU: 0.505
	TH	4.00	717	6,800	0.118 *	
	LT	1.00	78	1,700	0.046	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.230 *
	TH	2.00	531	3,400	0.156	N-S(2): 0.156
	LT	1.00	162	1,700	0.095 *	E-W(1): 0.169 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.101
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.399
Northbound	RT	1.00	225	1,700	0.132	Lost Time: 0.100
	TH	2.00	458	3,400	0.135 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	224	0	0.000	ICU: 0.499
	TH	4.00	922	6,800	0.169 *	
	LT	1.00	171	1,700	0.101	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: CORDOVA STREET						
Scenario: EXISTING (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	58	1,700	0.024	N-S(1): 0.342 *
	TH	1.00	390	1,700	0.229	N-S(2): 0.257
	LT	1.00	79	1,700	0.046 *	E-W(1): 0.071
Westbound	RT	0.00	165	0	0.000	E-W(2): 0.153 *
	TH	2.00	317	3,400	0.142 *	V/C: 0.495 Lost Time: 0.100
	LT	1.00	55	1,700	0.032	
Northbound	RT	1.00	57	1,700	0.001	ICU: 0.595 LOS: A
	TH	1.00	504	1,700	0.296 *	
	LT	1.00	47	1,700	0.028	
Eastbound	RT	0.00	16	0	0.000	LOS: B
	TH	2.00	118	3,400	0.039	
	LT	1.00	18	1,700	0.011 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	150	1,700	0.079	N-S(1): 0.301
	TH	1.00	541	1,700	0.318 *	N-S(2): 0.331 *
	LT	1.00	73	1,700	0.043	E-W(1): 0.114
Westbound	RT	0.00	157	0	0.000	E-W(2): 0.211 *
	TH	2.00	530	3,400	0.202 *	V/C: 0.542 Lost Time: 0.100
	LT	1.00	120	1,700	0.071	
Northbound	RT	1.00	67	1,700	0.000	ICU: 0.642
	TH	1.00	438	1,700	0.258	
	LT	1.00	22	1,700	0.013 *	
Eastbound	RT	0.00	21	0	0.000	LOS: B
	TH	2.00	126	3,400	0.043	
	LT	1.00	15	1,700	0.009 *	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: DEL MAR BOULEVARD						
Scenario: EXISTING (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	60	1,700	0.035	N-S(1): 0.322 *
	TH	1.00	363	1,700	0.214	N-S(2): 0.277
	LT	1.00	67	1,700	0.039 *	E-W(1): 0.234 *
Westbound	RT	0.00	58	0	0.000	E-W(2): 0.232
	TH	2.00	662	3,400	0.212	V/C: 0.556 Lost Time: 0.100
	LT	1.00	120	1,700	0.071 *	
Northbound	RT	1.00	95	1,700	0.000	ICU: 0.656
	TH	1.00	481	1,700	0.283 *	
	LT	1.00	107	1,700	0.063	
Eastbound	RT	0.00	50	0	0.000	LOS: B
	TH	2.00	504	3,400	0.163 *	
	LT	1.00	34	1,700	0.020	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	81	1,700	0.048	N-S(1): 0.276
	TH	1.00	541	1,700	0.318 *	N-S(2): 0.358 *
	LT	1.00	71	1,700	0.042	E-W(1): 0.290 *
Westbound	RT	0.00	38	0	0.000	E-W(2): 0.218
	TH	2.00	615	3,400	0.192	V/C: 0.648 Lost Time: 0.100
	LT	1.00	110	1,700	0.065 *	
Northbound	RT	1.00	115	1,700	0.003	ICU: 0.748
	TH	1.00	397	1,700	0.234	
	LT	1.00	68	1,700	0.040 *	
Eastbound	RT	0.00	78	0	0.000	LOS: C
	TH	2.00	687	3,400	0.225 *	
	LT	1.00	44	1,700	0.026	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: CALIFORNIA BOULEVARD						
Scenario: EXISTING (2013) CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	65	1,700	0.012	N-S(1): 0.268
	TH	1.00	418	1,700	0.246 *	N-S(2): 0.302 *
	LT	1.00	29	1,700	0.017	E-W(1): 0.166
Westbound	RT	0.00	39	0	0.000	E-W(2): 0.317 *
	TH	2.00	950	3,400	0.291 *	V/C: 0.619
	LT	1.00	2	1,700	0.001	Lost Time: 0.100
Northbound	RT	1.00	73	1,700	0.042	ICU: 0.719
	TH	1.00	427	1,700	0.251	
	LT	1.00	95	1,700	0.056 *	
Eastbound	RT	0.00	64	0	0.000	LOS: C
	TH	2.00	498	3,400	0.165	
	LT	1.00	45	1,700	0.026 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	70	1,700	0.009	N-S(1): 0.309
	TH	1.00	540	1,700	0.318 *	N-S(2): 0.354 *
	LT	1.00	64	1,700	0.038	E-W(1): 0.313 *
Westbound	RT	0.00	42	0	0.000	E-W(2): 0.251
	TH	2.00	701	3,400	0.219	V/C: 0.667
	LT	1.00	38	1,700	0.022 *	Lost Time: 0.100
Northbound	RT	1.00	190	1,700	0.089	ICU: 0.767
	TH	1.00	460	1,700	0.271	
	LT	1.00	61	1,700	0.036 *	
Eastbound	RT	0.00	77	0	0.000	LOS: C
	TH	2.00	911	3,400	0.291 *	
	LT	1.00	55	1,700	0.032	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: GARFIELD AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: EXISTING (2013) CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	24	1,700	0.000	N-S(1): 0.009 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	16	1,700	0.009 *	E-W(1): 0.149
Westbound	RT	1.00	30	1,700	0.008	E-W(2): 0.182 *
	TH	2.00	547	3,400	0.161 *	V/C: 0.191
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	ICU: 0.291
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	LOS: A
	TH	2.00	505	3,400	0.149	
	LT	1.00	36	1,700	0.021 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	48	1,700	0.010	N-S(1): 0.046 *
	TH	0.00	0	0	0.000	N-S(2): 0.010
	LT	1.00	79	1,700	0.046 *	E-W(1): 0.219
Westbound	RT	1.00	34	1,700	0.000	E-W(2): 0.249 *
	TH	2.00	787	3,400	0.231 *	V/C: 0.295
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	ICU: 0.395
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	LOS: A
	TH	2.00	745	3,400	0.219	
	LT	1.00	31	1,700	0.018 *	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: GARFIELD AVENUE						
East/West Street: GREEN STREET						
Scenario: EXISTING (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.026 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	45	1,700	0.026 *	E-W(1): 0.163 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.115
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.189
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.289
	TH	4.00	910	6,800	0.163 *	
	LT	0.00	195	1,700	0.115	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.099 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	169	1,700	0.099 *	E-W(1): 0.200 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.075
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.299
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.399
	TH	4.00	1,229	6,800	0.200 *	
	LT	0.00	128	1,700	0.075	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EUCLID AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: EXISTING (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	21	0	0.000	N-S(1): 0.023 *
	TH	1.00	8	1,700	0.017 *	N-S(2): 0.023 *
	LT	1.00	22	1,700	0.013 *	E-W(1): 0.152
Westbound	RT	1.00	32	1,700	0.006	E-W(2): 0.202 *
	TH	2.00	564	3,400	0.166 *	
	LT	1.00	43	1,700	0.025	V/C: 0.225
Northbound	RT	1.00	12	1,700	0.000	Lost Time: 0.100
	TH	1.00	6	1,700	0.010 *	
	LT	0.00	11	1,700	0.006 *	
Eastbound	RT	1.00	18	1,700	0.004	ICU: 0.325
	TH	2.00	431	3,400	0.127	
	LT	1.00	62	1,700	0.036 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	36	0	0.000	N-S(1): 0.118 *
	TH	1.00	35	1,700	0.042	N-S(2): 0.078
	LT	1.00	91	1,700	0.054 *	E-W(1): 0.271 *
Westbound	RT	1.00	39	1,700	0.000	E-W(2): 0.248
	TH	2.00	783	3,400	0.230	
	LT	1.00	92	1,700	0.054 *	V/C: 0.389
Northbound	RT	1.00	72	1,700	0.000	Lost Time: 0.100
	TH	1.00	48	1,700	0.064 *	
	LT	0.00	61	1,700	0.036	
Eastbound	RT	1.00	77	1,700	0.009	ICU: 0.489
	TH	2.00	737	3,400	0.217 *	
	LT	1.00	30	1,700	0.018	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EUCLID AVENUE						
East/West Street: GREEN STREET						
Scenario: EXISTING (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.037 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	13	1,700	0.008 *	E-W(1): 0.143 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.003
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.180
Northbound	RT	1.00	50	1,700	0.029 *	Lost Time: 0.100
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	65	0	0.000	ICU: 0.280
	TH	4.00	908	6,800	0.143 *	
	LT	1.00	5	1,700	0.003	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.051 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	18	1,700	0.011 *	E-W(1): 0.203 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.016
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.254
Northbound	RT	1.00	68	1,700	0.040 *	Lost Time: 0.100
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	77	0	0.000	ICU: 0.354
	TH	4.00	1,301	6,800	0.203 *	
	LT	1.00	27	1,700	0.016	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: MAPLE STREET						
Scenario: EXISTING (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	137	0	0.000	N-S(1): 0.097
	TH	2.00	614	3,400	0.221 *	N-S(2): 0.275 *
	LT	0.00	0	0	0.000	E-W(1): 0.152
Westbound	RT	0.00	51	0	0.000	E-W(2): 0.175 *
	TH	2.00	285	3,400	0.175 *	
	LT	0.00	258	1,700	0.152	V/C: 0.450
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	330	3,400	0.097	
	LT	1.00	92	1,700	0.054 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.550
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	89	0	0.000	N-S(1): 0.210
	TH	2.00	449	3,400	0.158 *	N-S(2): 0.313 *
	LT	0.00	0	0	0.000	E-W(1): 0.054
Westbound	RT	0.00	83	0	0.000	E-W(2): 0.149 *
	TH	2.00	332	3,400	0.149 *	
	LT	0.00	92	1,700	0.054	V/C: 0.462
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	714	3,400	0.210	
	LT	1.00	264	1,700	0.155 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.562
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: CORSON STREET						
Scenario: EXISTING (2013) CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.155
	TH	2.00	843	3,400	0.248 *	N-S(2): 0.248 *
	LT	1.00	81	1,700	0.048	E-W(1): 0.152 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.023
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.400
Northbound	RT	1.00	119	1,700	0.070	Lost Time: 0.100
	TH	2.00	363	3,400	0.107	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	259	1,700	0.152 *	ICU: 0.500
	TH	2.00	172	1,700	0.124	
	LT	0.00	39	1,700	0.023	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.258 *
	TH	2.00	495	3,400	0.146	N-S(2): 0.146
	LT	1.00	38	1,700	0.022 *	E-W(1): 0.266 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.102
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.524
Northbound	RT	1.00	185	1,700	0.109	Lost Time: 0.100
	TH	2.00	804	3,400	0.236 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	135	0	0.000	ICU: 0.624
	TH	2.00	595	3,400	0.266 *	
	LT	0.00	174	1,700	0.102	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: WALNUT STREET						
Scenario: EXISTING (2013) CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	109	1,700	0.022	N-S(1): 0.186
	TH	2.00	773	3,400	0.227 *	N-S(2): 0.299 *
	LT	1.00	88	1,700	0.052	E-W(1): 0.164
Westbound	RT	0.00	105	0	0.000	E-W(2): 0.219 *
	TH	2.00	496	3,400	0.177 *	
	LT	1.00	91	1,700	0.054	V/C: 0.518
Northbound	RT	1.00	73	1,700	0.000	Lost Time: 0.100
	TH	2.00	454	3,400	0.134	
	LT	1.00	122	1,700	0.072 *	
Eastbound	RT	1.00	152	1,700	0.018	ICU: 0.618
	TH	2.00	374	3,400	0.110	
	LT	1.00	72	1,700	0.042 *	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	117	1,700	0.007	N-S(1): 0.282 *
	TH	2.00	508	3,400	0.149	N-S(2): 0.236
	LT	1.00	91	1,700	0.054 *	E-W(1): 0.222
Westbound	RT	0.00	179	0	0.000	E-W(2): 0.300 *
	TH	2.00	629	3,400	0.238 *	
	LT	1.00	72	1,700	0.042	V/C: 0.582
Northbound	RT	1.00	114	1,700	0.025	Lost Time: 0.100
	TH	2.00	775	3,400	0.228 *	
	LT	1.00	148	1,700	0.087	
Eastbound	RT	1.00	132	1,700	0.000	ICU: 0.682
	TH	2.00	611	3,400	0.180	
	LT	1.00	105	1,700	0.062 *	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: UNION STREET						
Scenario: EXISTING (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	328	1,700	0.193 *	N-S(1): 0.152 N-S(2): 0.270 * E-W(1): 0.031 E-W(2): 0.098 * V/C: 0.368 Lost Time: 0.100
	TH	2.00	654	3,400	0.192	
	LT	0.00	0	0	0.000	
Westbound	RT	1.00	97	1,700	0.057	V/C: 0.368 Lost Time: 0.100
	TH	3.00	502	5,100	0.098 *	
	LT	1.00	52	1,700	0.031	
Northbound	RT	0.00	0	0	0.000	ICU: 0.468 LOS: A
	TH	2.00	516	3,400	0.152	
	LT	1.00	131	1,700	0.077 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.468 LOS: A
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	195	1,700	0.115	N-S(1): 0.255 * N-S(2): 0.226 E-W(1): 0.059 E-W(2): 0.128 * V/C: 0.383 Lost Time: 0.100
	TH	2.00	563	3,400	0.166	
	LT	0.00	0	0	0.000 *	
Westbound	RT	1.00	218	1,700	0.128 *	V/C: 0.383 Lost Time: 0.100
	TH	3.00	557	5,100	0.109	
	LT	1.00	101	1,700	0.059	
Northbound	RT	0.00	0	0	0.000	ICU: 0.483 LOS: A
	TH	2.00	866	3,400	0.255 *	
	LT	1.00	102	1,700	0.060	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.483 LOS: A
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: EXISTING (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	96	1,700	0.006	N-S(1): 0.221 * N-S(2): 0.216 E-W(1): 0.140 E-W(2): 0.187 * V/C: 0.408 Lost Time: 0.100
	TH	2.00	543	3,400	0.160	
	LT	1.00	85	1,700	0.050 *	
Westbound	RT	1.00	71	1,700	0.000	V/C: 0.408 Lost Time: 0.100
	TH	2.00	466	3,400	0.137 *	
	LT	1.00	61	1,700	0.036	
Northbound	RT	1.00	72	1,700	0.006	ICU: 0.508 LOS: A
	TH	2.00	580	3,400	0.171 *	
	LT	1.00	95	1,700	0.056	
Eastbound	RT	1.00	42	1,700	0.000	ICU: 0.508 LOS: A
	TH	2.00	354	3,400	0.104	
	LT	1.00	85	1,700	0.050 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	110	1,700	0.016	N-S(1): 0.264 * N-S(2): 0.236 E-W(1): 0.243 E-W(2): 0.262 * V/C: 0.526 Lost Time: 0.100
	TH	2.00	528	3,400	0.155	
	LT	1.00	101	1,700	0.059 *	
Westbound	RT	1.00	100	1,700	0.000	V/C: 0.526 Lost Time: 0.100
	TH	2.00	724	3,400	0.213 *	
	LT	1.00	48	1,700	0.028	
Northbound	RT	1.00	71	1,700	0.014	ICU: 0.626 LOS: B
	TH	2.00	697	3,400	0.205 *	
	LT	1.00	138	1,700	0.081	
Eastbound	RT	1.00	120	1,700	0.000	ICU: 0.626 LOS: B
	TH	2.00	732	3,400	0.215	
	LT	1.00	83	1,700	0.049 *	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: GREEN STREET						
Scenario: EXISTING (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.273 *
	TH	2.00	503	3,400	0.148	N-S(2): 0.148
	LT	1.00	151	1,700	0.089 *	E-W(1): 0.149 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.093
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.422
Northbound	RT	0.00	44	0	0.000	Lost Time: 0.100
	TH	2.00	583	3,400	0.184 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	55	1,700	0.032	ICU: 0.522
	TH	3.00	760	5,100	0.149 *	
	LT	1.00	158	1,700	0.093	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.258 *
	TH	2.00	589	3,400	0.173	N-S(2): 0.173
	LT	1.00	97	1,700	0.057 *	E-W(1): 0.198 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.144
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.456
Northbound	RT	0.00	28	0	0.000	Lost Time: 0.100
	TH	2.00	656	3,400	0.201 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	130	1,700	0.076	ICU: 0.556
	TH	3.00	1,009	5,100	0.198 *	
	LT	1.00	244	1,700	0.144	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: CORDOVA STREET						
Scenario: EXISTING (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	138	0	0.000	N-S(1): 0.238 *
	TH	2.00	335	3,400	0.139	N-S(2): 0.176
	LT	1.00	90	1,700	0.053 *	E-W(1): 0.076
Westbound	RT	0.00	73	0	0.000	E-W(2): 0.160 *
	TH	2.00	386	3,400	0.135 *	
	LT	1.00	39	1,700	0.023	V/C: 0.398
Northbound	RT	0.00	57	0	0.000	Lost Time: 0.100
	TH	2.00	571	3,400	0.185 *	
	LT	1.00	63	1,700	0.037	
Eastbound	RT	0.00	14	0	0.000	ICU: 0.498
	TH	2.00	165	3,400	0.053	
	LT	1.00	42	1,700	0.025 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	163	0	0.000	N-S(1): 0.209 *
	TH	2.00	515	3,400	0.199	N-S(2): 0.208
	LT	1.00	97	1,700	0.057 *	E-W(1): 0.139
Westbound	RT	0.00	86	0	0.000	E-W(2): 0.210 *
	TH	2.00	544	3,400	0.185 *	
	LT	1.00	98	1,700	0.058	V/C: 0.419
Northbound	RT	0.00	32	0	0.000	Lost Time: 0.100
	TH	2.00	486	3,400	0.152 *	
	LT	1.00	16	1,700	0.009	
Eastbound	RT	0.00	34	0	0.000	ICU: 0.519
	TH	2.00	242	3,400	0.081	
	LT	1.00	43	1,700	0.025 *	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: DEL MAR BOULEVARD						
Scenario: EXISTING (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	31	1,700	0.000	N-S(1): 0.318 *
	TH	1.00	259	1,700	0.152	N-S(2): 0.195
	LT	1.00	71	1,700	0.042 *	E-W(1): 0.221
Westbound	RT	0.00	105	0	0.000	E-W(2): 0.296 *
	TH	2.00	773	3,400	0.258 *	
	LT	1.00	68	1,700	0.040	V/C: 0.614
Northbound	RT	1.00	52	1,700	0.000	Lost Time: 0.100
	TH	1.00	470	1,700	0.276 *	
	LT	1.00	73	1,700	0.043	
Eastbound	RT	0.00	41	0	0.000	ICU: 0.714
	TH	2.00	574	3,400	0.181	
	LT	1.00	64	1,700	0.038 *	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	83	1,700	0.011	N-S(1): 0.271 *
	TH	1.00	377	1,700	0.222	N-S(2): 0.241
	LT	1.00	88	1,700	0.052 *	E-W(1): 0.305 *
Westbound	RT	0.00	93	0	0.000	E-W(2): 0.271
	TH	2.00	698	3,400	0.233	
	LT	1.00	81	1,700	0.048 *	V/C: 0.576
Northbound	RT	1.00	67	1,700	0.000	Lost Time: 0.100
	TH	1.00	373	1,700	0.219 *	
	LT	1.00	32	1,700	0.019	
Eastbound	RT	0.00	44	0	0.000	ICU: 0.676
	TH	2.00	831	3,400	0.257 *	
	LT	1.00	64	1,700	0.038	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: CALIFORNIA BOULEVARD						
Scenario: EXISTING (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	85	1,700	0.012	N-S(1): 0.279 *
	TH	1.00	328	1,700	0.208	N-S(2): 0.232
	LT	0.00	25	1,700	0.015 *	E-W(1): 0.206
Westbound	RT	0.00	89	0	0.000	E-W(2): 0.296 *
	TH	2.00	789	3,400	0.258 *	
	LT	1.00	12	1,700	0.007	V/C: 0.575
Northbound	RT	1.00	110	1,700	0.058	Lost Time: 0.100
	TH	1.00	407	1,700	0.264 *	
	LT	0.00	41	1,700	0.024	
Eastbound	RT	0.00	26	0	0.000	ICU: 0.675
	TH	2.00	650	3,400	0.199	
	LT	1.00	64	1,700	0.038 *	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	51	1,700	0.000	N-S(1): 0.226
	TH	1.00	375	1,700	0.232 *	N-S(2): 0.249 *
	LT	0.00	20	1,700	0.012	E-W(1): 0.330 *
Westbound	RT	0.00	51	0	0.000	E-W(2): 0.270
	TH	2.00	694	3,400	0.219	
	LT	1.00	31	1,700	0.018 *	V/C: 0.579
Northbound	RT	1.00	123	1,700	0.054	Lost Time: 0.100
	TH	1.00	335	1,700	0.214	
	LT	0.00	29	1,700	0.017 *	
Eastbound	RT	0.00	40	0	0.000	ICU: 0.679
	TH	2.00	1,022	3,400	0.312 *	
	LT	1.00	87	1,700	0.051	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EL MOLINO AVENUE						
East/West Street: MAPLE STREET						
Scenario: EXISTING (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	50	0	0.000	N-S(1): 0.075
	TH	2.00	246	3,400	0.087 *	N-S(2): 0.106 *
	LT	0.00	0	0	0.000	E-W(1): 0.075
Westbound	RT	0.00	18	0	0.000	E-W(2): 0.197 *
	TH	2.00	524	3,400	0.197 *	
	LT	0.00	127	1,700	0.075	V/C: 0.303
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	1.00	128	1,700	0.075	
	LT	1.00	33	1,700	0.019 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.403
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	24	0	0.000	N-S(1): 0.182 *
	TH	2.00	132	3,400	0.046	N-S(2): 0.093
	LT	0.00	0	0	0.000 *	E-W(1): 0.066
Westbound	RT	0.00	39	0	0.000	E-W(2): 0.177 *
	TH	2.00	452	3,400	0.177 *	
	LT	0.00	112	1,700	0.066	V/C: 0.359
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	1.00	309	1,700	0.182 *	
	LT	1.00	80	1,700	0.047	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.459
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EL MOLINO AVENUE						
East/West Street: CORSON STREET						
Scenario: EXISTING (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.124 *
	TH	2.00	318	3,400	0.094	N-S(2): 0.094
	LT	1.00	78	1,700	0.046 *	E-W(1): 0.103 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.016
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.227
Northbound	RT	1.00	44	1,700	0.026	Lost Time: 0.100
	TH	1.00	132	1,700	0.078 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	61	0	0.000	ICU: 0.327
	TH	2.00	263	3,400	0.103 *	
	LT	0.00	27	1,700	0.016	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.206 *
	TH	2.00	202	3,400	0.059	N-S(2): 0.059
	LT	1.00	37	1,700	0.022 *	E-W(1): 0.241 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.044
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.447
Northbound	RT	1.00	70	1,700	0.041	Lost Time: 0.100
	TH	1.00	313	1,700	0.184 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	51	0	0.000	ICU: 0.547
	TH	2.00	696	3,400	0.241 *	
	LT	0.00	74	1,700	0.044	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EL MOLINO AVENUE						
East/West Street: WALNUT STREET						
Scenario: EXISTING (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	84	0	0.000	N-S(1): 0.098
	TH	1.00	313	1,700	0.238 *	N-S(2): 0.243 *
	LT	0.00	7	1,700	0.004	E-W(1): 0.148
Westbound	RT	0.00	22	0	0.000	E-W(2): 0.201 *
	TH	2.00	638	3,400	0.194 *	
	LT	1.00	45	1,700	0.026	V/C: 0.444
Northbound	RT	0.00	13	0	0.000	Lost Time: 0.100
	TH	1.00	138	1,700	0.094	
	LT	0.00	8	1,700	0.005 *	
Eastbound	RT	0.00	62	0	0.000	ICU: 0.544
	TH	2.00	354	3,400	0.122	
	LT	1.00	12	1,700	0.007 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	63	0	0.000	N-S(1): 0.195 *
	TH	1.00	184	1,700	0.154	N-S(2): 0.163
	LT	0.00	15	1,700	0.009 *	E-W(1): 0.271 *
Westbound	RT	0.00	61	0	0.000	E-W(2): 0.234
	TH	2.00	656	3,400	0.211	
	LT	1.00	42	1,700	0.025 *	V/C: 0.466
Northbound	RT	0.00	55	0	0.000	Lost Time: 0.100
	TH	1.00	245	1,700	0.186 *	
	LT	0.00	16	1,700	0.009	
Eastbound	RT	0.00	70	0	0.000	ICU: 0.566
	TH	2.00	765	3,400	0.246 *	
	LT	1.00	39	1,700	0.023	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EL MOLINO AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: EXISTING (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	27	0	0.000	N-S(1): 0.147
	TH	1.00	215	1,700	0.155 *	N-S(2): 0.170 *
	LT	0.00	21	1,700	0.012	E-W(1): 0.129
Westbound	RT	1.00	41	1,700	0.012	E-W(2): 0.191 *
	TH	2.00	602	3,400	0.177 *	
	LT	1.00	40	1,700	0.024	V/C: 0.361
Northbound	RT	0.00	25	0	0.000	Lost Time: 0.100
	TH	1.00	178	1,700	0.135	
	LT	0.00	26	1,700	0.015 *	
Eastbound	RT	1.00	18	1,700	0.000	ICU: 0.461
	TH	2.00	357	3,400	0.105	
	LT	1.00	24	1,700	0.014 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	43	0	0.000	N-S(1): 0.185
	TH	1.00	243	1,700	0.201 *	N-S(2): 0.219 *
	LT	0.00	56	1,700	0.033	E-W(1): 0.267
Westbound	RT	1.00	50	1,700	0.000	E-W(2): 0.270 *
	TH	2.00	801	3,400	0.236 *	
	LT	1.00	41	1,700	0.024	V/C: 0.489
Northbound	RT	0.00	42	0	0.000	Lost Time: 0.100
	TH	1.00	186	1,700	0.152	
	LT	0.00	31	1,700	0.018 *	
Eastbound	RT	1.00	27	1,700	0.000	ICU: 0.589
	TH	2.00	825	3,400	0.243	
	LT	1.00	58	1,700	0.034 *	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: MAPLE STREET						
Scenario: EXISTING (2013) CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	538	1,700	0.316 *	N-S(1): 0.190
	TH	2.00	701	3,400	0.206	N-S(2): 0.450 *
	LT	0.00	0	0	0.000	E-W(1): 0.356 *
Westbound	RT	1.00	163	1,700	0.096	E-W(2): 0.321
	TH	1.74	948	2,955	0.321	
	LT	1.26	688	1,930	0.356 *	V/C: 0.806
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	647	3,400	0.190	
	LT	2.00	411	3,060	0.134 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.906
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: E
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	358	1,700	0.211 *	N-S(1): 0.409
	TH	2.00	704	3,400	0.207	N-S(2): 0.431 *
	LT	0.00	0	0	0.000	E-W(1): 0.230 *
Westbound	RT	1.00	238	1,700	0.140	E-W(2): 0.207
	TH	1.75	614	2,971	0.207	
	LT	1.25	440	1,916	0.230 *	V/C: 0.661
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	1,392	3,400	0.409	
	LT	2.00	674	3,060	0.220 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.761
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: CORSON STREET						
Scenario: EXISTING (2013) CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.237 *
	TH	3.00	1,047	5,100	0.205	N-S(2): 0.205
	LT	2.00	351	3,060	0.115 *	E-W(1): 0.241
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.264 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.501
Northbound	RT	1.33	277	2,268	0.122	Lost Time: 0.100
	TH	1.67	346	2,832	0.122 *	
	Left-Turns at Maple	TH	2.00	232	3,400	0.068
Eastbound	RT	2.00	934	3,400	0.241	ICU: 0.601
	TH	1.86	751	3,163	0.237	
	LT	1.14	460	1,744	0.264 *	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.296 *
	TH	3.00	945	5,100	0.185	N-S(2): 0.185
	LT	2.00	196	3,060	0.064 *	E-W(1): 0.327
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.363 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.659
Northbound	RT	1.00	307	1,700	0.181	Lost Time: 0.100
	TH	2.00	790	3,400	0.232 *	
	Left-Turns at Maple	TH	2.00	383	3,400	0.113
Eastbound	RT	1.10	614	1,878	0.225	ICU: 0.759
	TH	2.29	1,274	3,897	0.327	
	LT	1.60	891	2,453	0.363 *	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: WALNUT STREET						
Scenario: EXISTING (2013) CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	95	0	0.000	N-S(1): 0.196
	TH	3.00	1,771	5,100	0.366 *	N-S(2): 0.411 *
	LT	1.00	112	1,700	0.066	E-W(1): 0.142
Westbound	RT	0.00	59	0	0.000	E-W(2): 0.264 *
	TH	2.00	690	3,400	0.220 *	
	LT	1.00	92	1,700	0.054	V/C: 0.675
Northbound	RT	1.00	49	1,700	0.000	Lost Time: 0.100
	TH	3.00	663	5,100	0.130	
	LT	1.00	77	1,700	0.045 *	
Eastbound	RT	0.00	52	0	0.000	ICU: 0.775
	TH	2.00	246	3,400	0.088	
	LT	2.00	136	3,060	0.044 *	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	105	0	0.000	N-S(1): 0.305
	TH	3.00	1,286	5,100	0.273 *	N-S(2): 0.306 *
	LT	1.00	163	1,700	0.096	E-W(1): 0.227
Westbound	RT	0.00	104	0	0.000	E-W(2): 0.267 *
	TH	2.00	447	3,400	0.162 *	
	LT	1.00	30	1,700	0.018	V/C: 0.573
Northbound	RT	1.00	99	1,700	0.041	Lost Time: 0.100
	TH	3.00	1,068	5,100	0.209	
	LT	1.00	56	1,700	0.033 *	
Eastbound	RT	0.00	48	0	0.000	ICU: 0.673
	TH	2.00	663	3,400	0.209	
	LT	2.00	320	3,060	0.105 *	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: EXISTING (2013) CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	182	1,700	0.029	N-S(1): 0.219
	TH	2.00	934	3,400	0.275 *	N-S(2): 0.336 *
	LT	1.00	120	1,700	0.071	E-W(1): 0.114
Westbound	RT	1.00	125	1,700	0.003	E-W(2): 0.229 *
	TH	2.00	512	3,400	0.151 *	
	LT	1.00	90	1,700	0.053	V/C: 0.565
Northbound	RT	0.00	41	0	0.000	Lost Time: 0.100
	TH	3.00	715	5,100	0.148	
	LT	1.00	103	1,700	0.061 *	
Eastbound	RT	1.00	49	1,700	0.000	ICU: 0.665
	TH	2.00	208	3,400	0.061	
	LT	1.00	133	1,700	0.078 *	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	232	1,700	0.024	N-S(1): 0.334 *
	TH	2.00	868	3,400	0.255	N-S(2): 0.329
	LT	1.00	226	1,700	0.133 *	E-W(1): 0.246
Westbound	RT	1.00	190	1,700	0.000	E-W(2): 0.274 *
	TH	2.00	547	3,400	0.161 *	
	LT	1.00	92	1,700	0.054	V/C: 0.608
Northbound	RT	0.00	98	0	0.000	Lost Time: 0.100
	TH	3.00	929	5,100	0.201 *	
	LT	1.00	126	1,700	0.074	
Eastbound	RT	1.00	134	1,700	0.005	ICU: 0.708
	TH	2.00	654	3,400	0.192	
	LT	1.00	192	1,700	0.113 *	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: DEL MAR BOULEVARD						
Scenario: EXISTING (2013) CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	208	1,700	0.050	N-S(1): 0.233 *
	TH	2.00	392	3,400	0.115	N-S(2): 0.168
	LT	1.00	83	1,700	0.049 *	E-W(1): 0.166
Westbound	RT	1.00	141	1,700	0.034	E-W(2): 0.332 *
	TH	2.00	884	3,400	0.260 *	
	LT	1.00	63	1,700	0.037	V/C: 0.565
Northbound	RT	0.00	70	0	0.000	Lost Time: 0.100
	TH	2.00	557	3,400	0.184 *	
	LT	1.00	90	1,700	0.053	
Eastbound	RT	1.00	76	1,700	0.000	ICU: 0.665
	TH	2.00	440	3,400	0.129	
	LT	1.00	123	1,700	0.072 *	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	125	1,700	0.008	N-S(1): 0.296 *
	TH	2.00	587	3,400	0.173	N-S(2): 0.228
	LT	1.00	203	1,700	0.119 *	E-W(1): 0.304 *
Westbound	RT	1.00	108	1,700	0.000	E-W(2): 0.226
	TH	2.00	546	3,400	0.161	
	LT	1.00	89	1,700	0.052 *	V/C: 0.600
Northbound	RT	0.00	109	0	0.000	Lost Time: 0.100
	TH	2.00	492	3,400	0.177 *	
	LT	1.00	94	1,700	0.055	
Eastbound	RT	1.00	107	1,700	0.008	ICU: 0.700
	TH	2.00	856	3,400	0.252 *	
	LT	1.00	111	1,700	0.065	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: CALIFORNIA BOULEVARD						
Scenario: EXISTING (2013) CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	154	1,700	0.008	N-S(1): 0.206
	TH	1.00	330	1,700	0.194 *	N-S(2): 0.281 *
	LT	1.00	82	1,700	0.048	E-W(1): 0.284
Westbound	RT	1.00	91	1,700	0.005	E-W(2): 0.407 *
	TH	1.00	552	1,700	0.325 *	
	LT	1.00	72	1,700	0.042	V/C: 0.688
Northbound	RT	0.00	89	0	0.000	Lost Time: 0.100
	TH	2.00	449	3,400	0.158	
	LT	1.00	148	1,700	0.087 *	
Eastbound	RT	1.00	113	1,700	0.000	ICU: 0.788
	TH	1.00	412	1,700	0.242	
	LT	1.00	140	1,700	0.082 *	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	343	1,700	0.106	N-S(1): 0.204
	TH	1.00	481	1,700	0.283 *	N-S(2): 0.357 *
	LT	1.00	120	1,700	0.071	E-W(1): 0.461 *
Westbound	RT	1.00	80	1,700	0.000	E-W(2): 0.354
	TH	1.00	441	1,700	0.259	
	LT	1.00	100	1,700	0.059 *	V/C: 0.818
Northbound	RT	0.00	100	0	0.000	Lost Time: 0.100
	TH	2.00	353	3,400	0.133	
	LT	1.00	125	1,700	0.074 *	
Eastbound	RT	1.00	126	1,700	0.001	ICU: 0.918
	TH	1.00	683	1,700	0.402 *	
	LT	1.00	162	1,700	0.095	LOS: E

* = Critical Movement

APPENDIX E

Photographs of Existing Transit Stops



1. RAYMOND AV / WALNUT ST - NORTHBOUND (NEAR)



2. RAYMOND AV / HOLLY ST - NORTHBOUND (FAR SIDE)



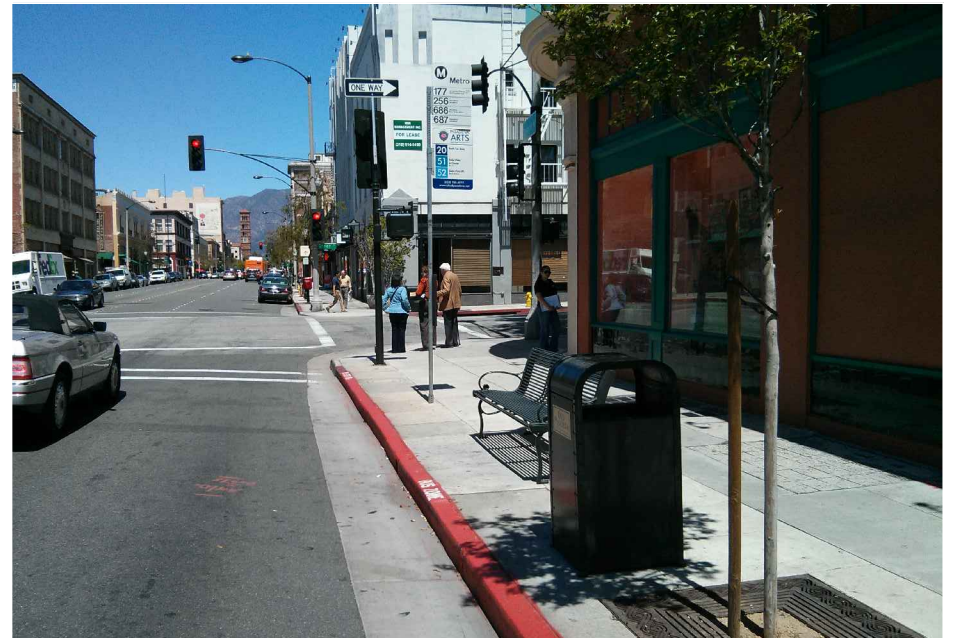
3. RAYMOND AV / HOLLY ST - SOUTHBOUND (NEAR SIDE)



4. RAYMOND AV / UNION ST - NORTHBOUND (NEAR SIDE)



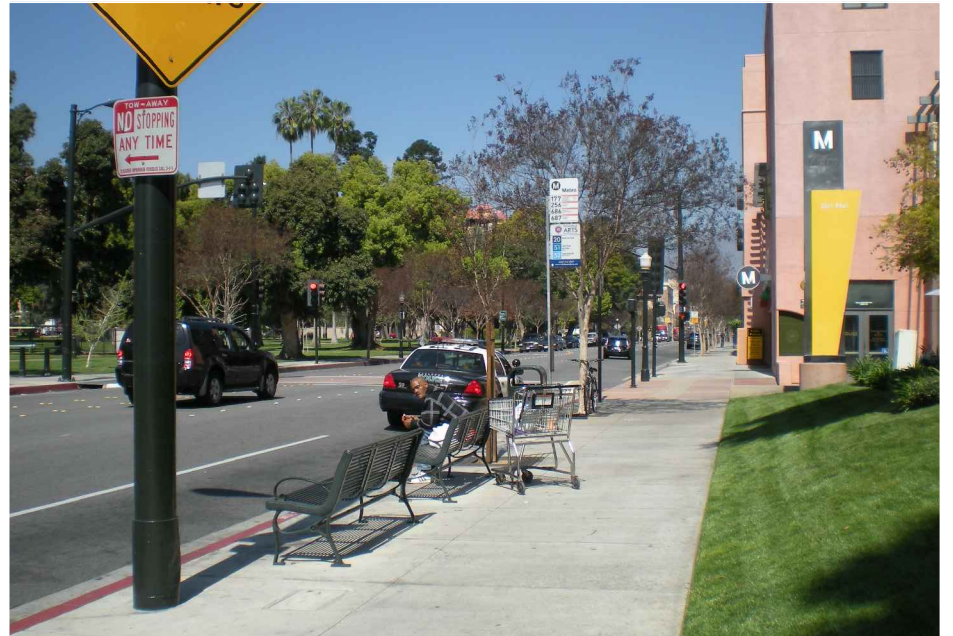
5. RAYMOND AV / UNION ST - SOUTHBOUND (FAR SIDE)



6. RAYMOND AV / GREEN ST - NORTHBOUND (NEAR SIDE)



7. RAYMOND AV / GREEN ST - SOUTHBOUND (FAR SIDE)



8. RAYMOND AV / DEL MAR BL - NORTHBOUND (FAR SIDE)



9. RAYMOND AV / DEL MAR BL - SOUTHBOUND (NEAR SIDE)



10. ARROYO PKWY / CORDOVA ST - SOUTHBOUND (NEAR SIDE)



11. ARROYO PKWY / GREEN ST - SOUTHBOUND (FAR SIDE)



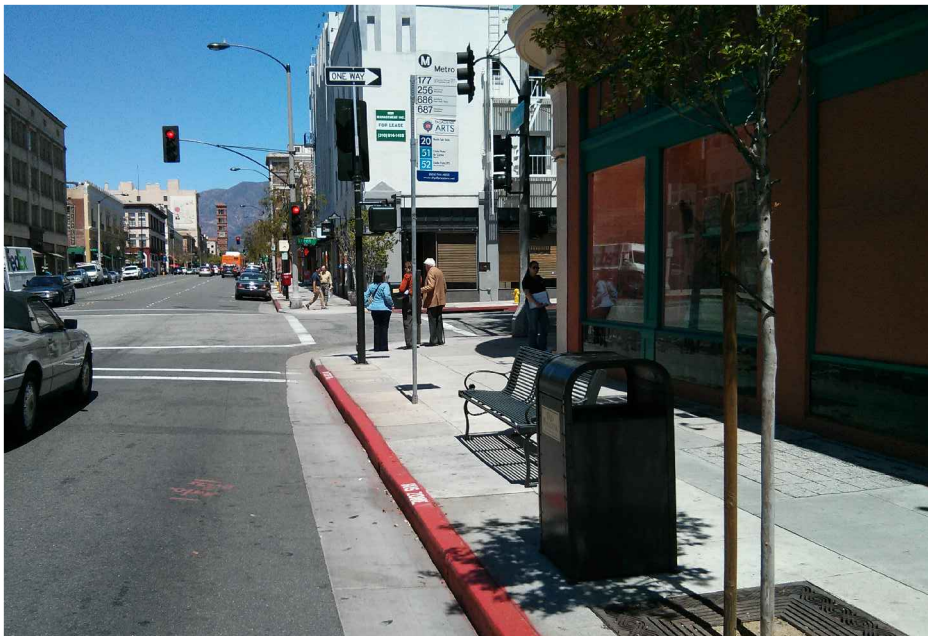
12. MARENGO AV / HOLLY ST - NORTHBOUND (FAR SIDE)



13. LOS ROBLES AV / UNION ST - NORTHBOUND (FAR SIDE)



14. LOS ROBLES AV / UNION ST - SOUTHBOUND (FAR SIDE)



15. LOS ROBLES AV / COLORADO BL - NORTHBOUND (FAR SIDE)



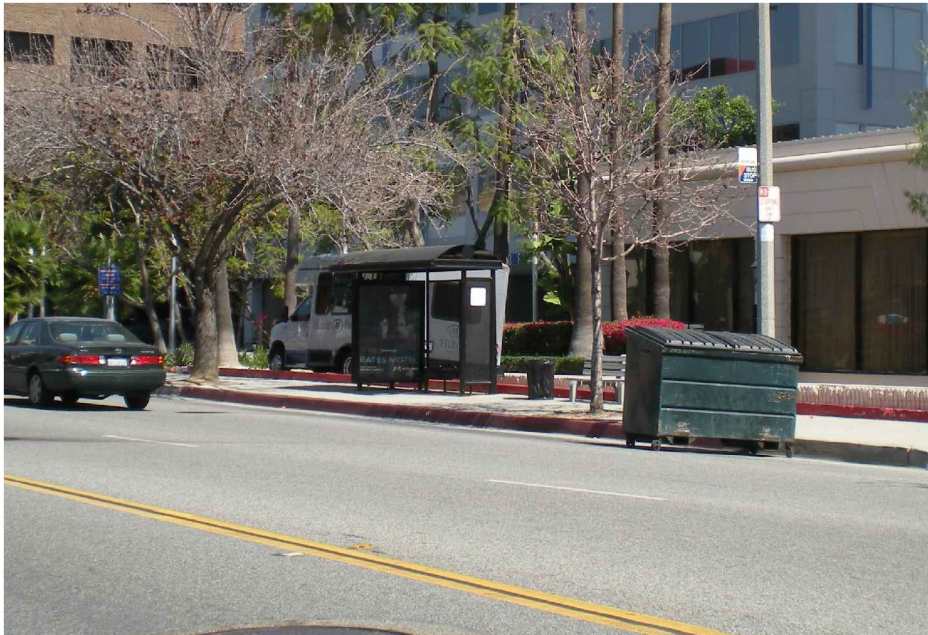
16. LOS ROBLES AV / COLORADO BL - SOUTHBOUND (FAR SIDE)



17. LOS ROBLES AV / GREEN ST - SOUTHBOUND (FAR SIDE)



18. LOS ROBLES AV / GREEN ST - NORTHBOUND (FAR SIDE)



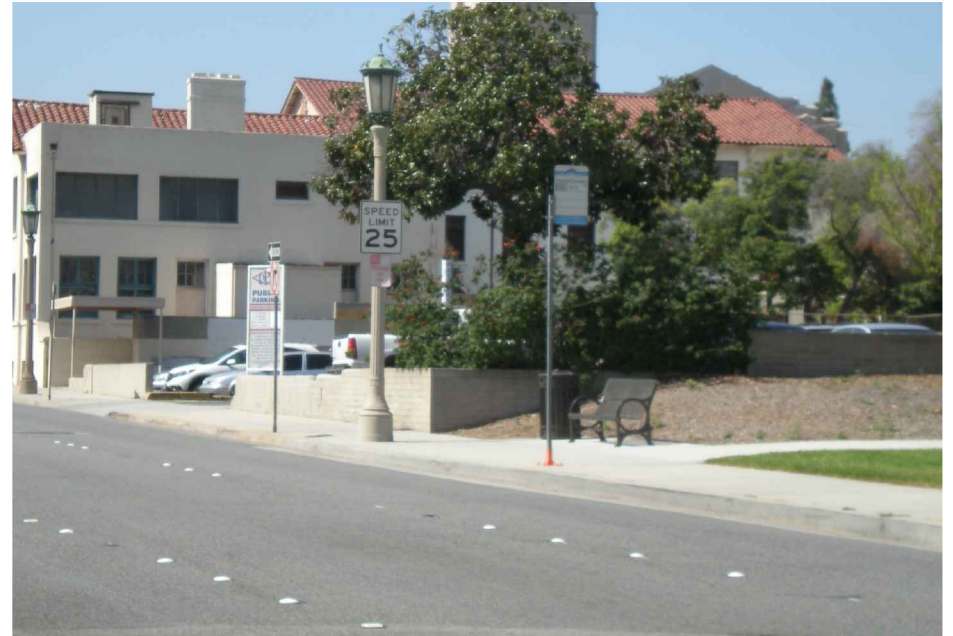
19. LOS ROBLES AV / EL DORADO ST - NORTHBOUND (NEAR SIDE)



20. LOS ROBLES AV / CORDOVA ST - NORTHBOUND (FAR SIDE)



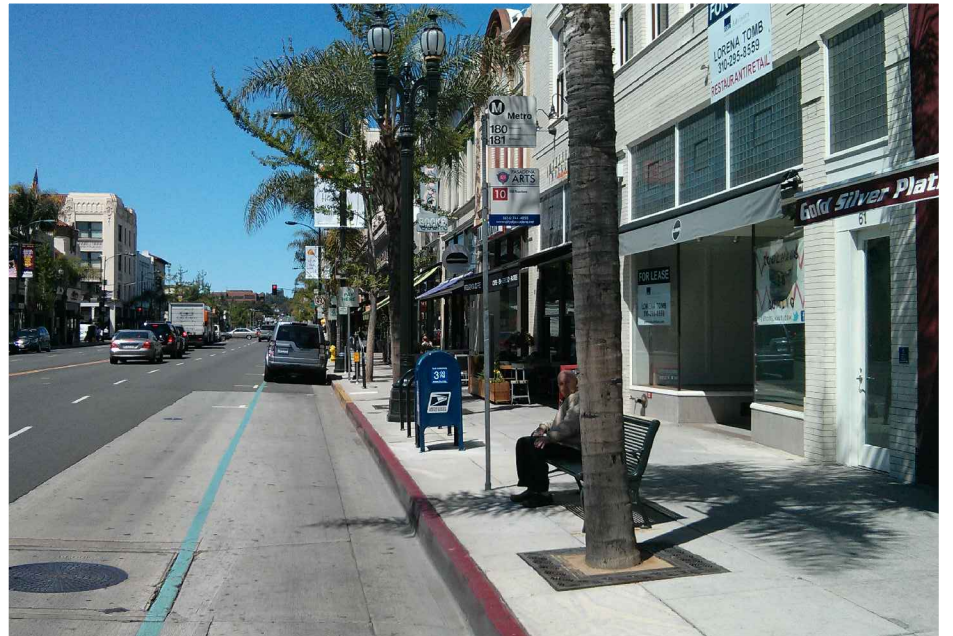
21. LOS ROBLES AV / CORDOVA ST - SOUTHBOUND (FAR SIDE)



22. UNION ST / GARFIELD AV - WESTBOUND (FAR SIDE)



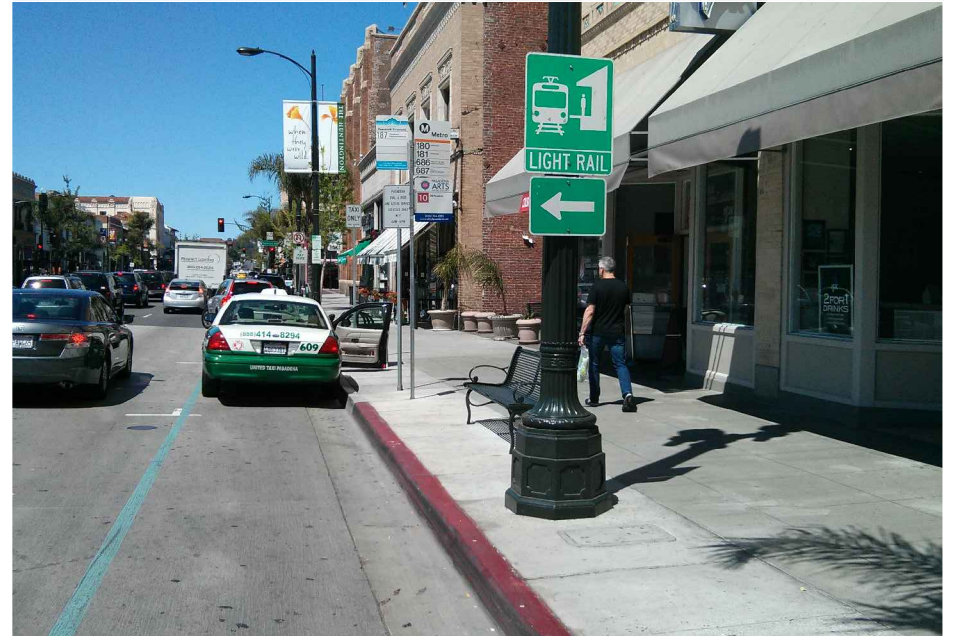
23. UNION ST / LOS ROBLES AV - WESTBOUND (NEAR SIDE)



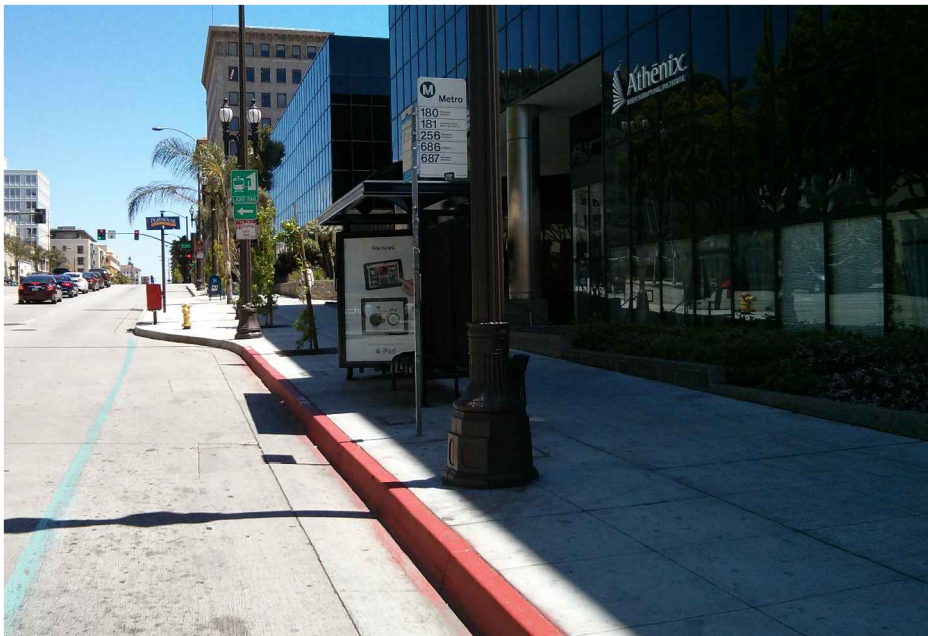
24. COLORADO BL / RAYMOND AV - WESTBOUND (FAR SIDE)



25. COLORADO BL / RAYMOND AV - ESSTBOUND (FAR SIDE)



26. COLORADO BL / ARROYO PKWY - WESTBOUND (FAR SIDE)



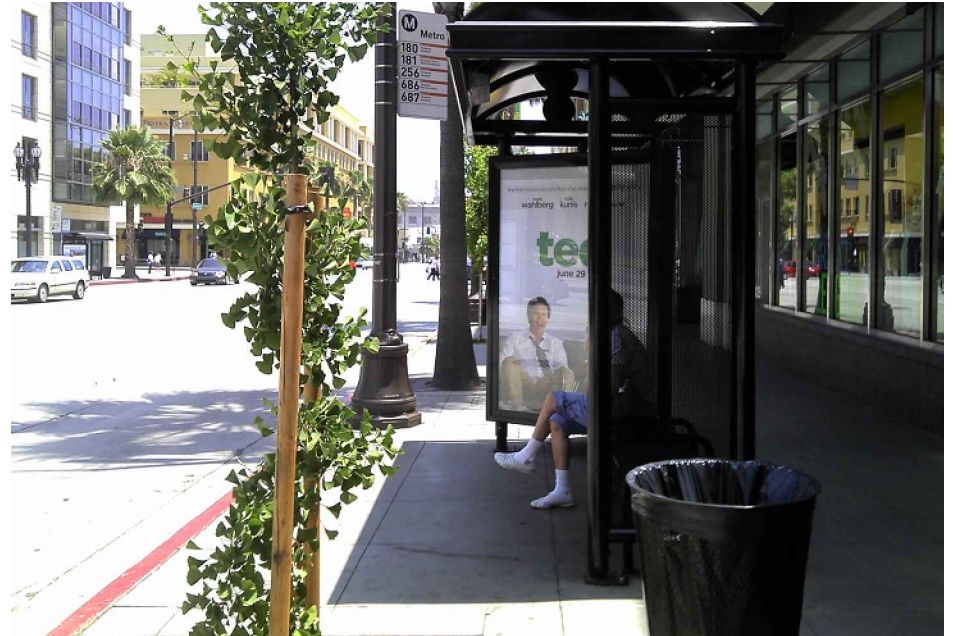
27. COLORADO BL / ARROYO PKWY - EASTBOUND (NEAR SIDE)



28. COLORADO BL / MARENGO AV - EASTBOUND (FAR SIDE)



29. COLORADO BL / MARENGO AV - WESTBOUND (FAR SIDE)



30. COLORADO BL / GARFIELD AV - EASTBOUND (FAR SIDE)



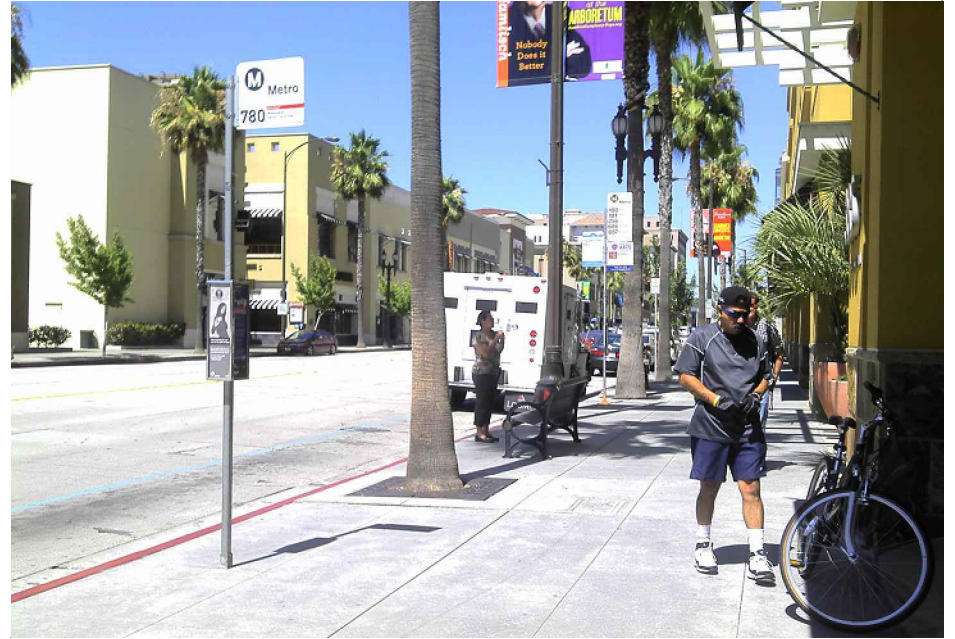
31. COLORADO BL / GARFIELD AV - WESTBOUND (FAR SIDE)



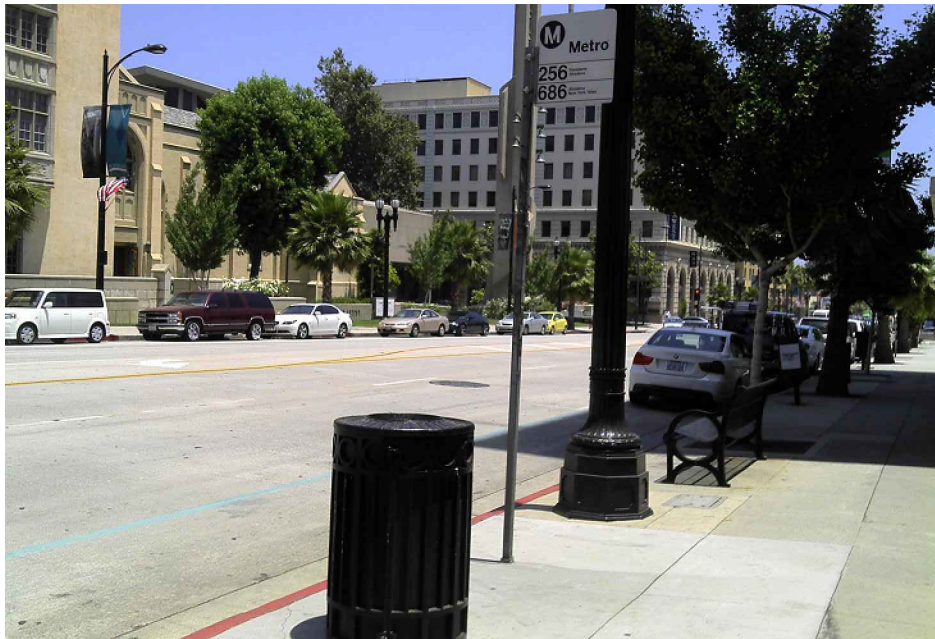
32. COLORADO BL / EUCLID AV - WESTBOUND (FAR SIDE)



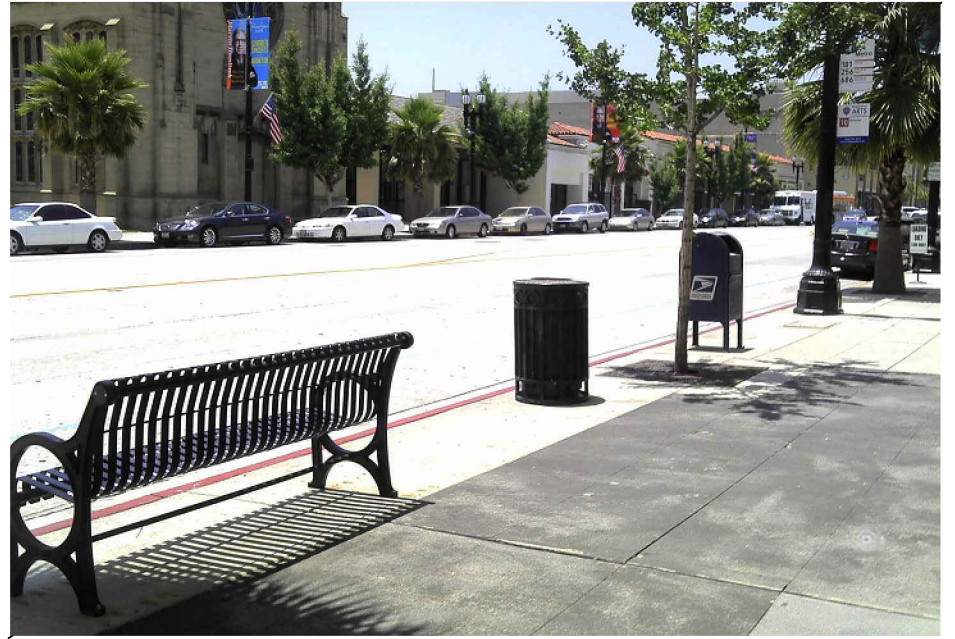
33. COLORADO BL / LOS ROBLES AV - EASTBOUND (FAR SIDE)



34. COLORADO BL / LOS ROBLES AV - WESTBOUND (FAR SIDE)



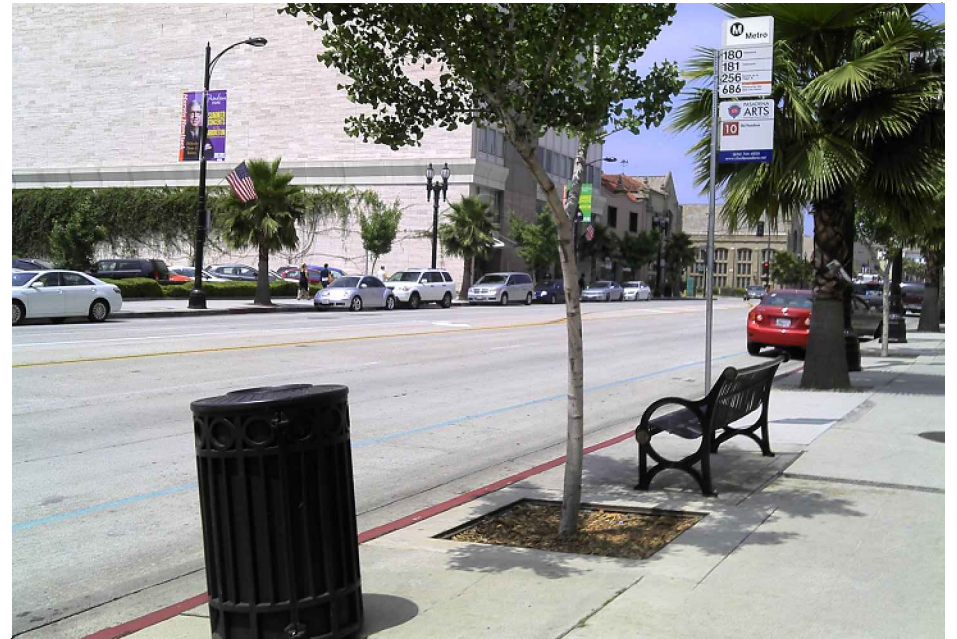
35. COLORADO BL / OAKLAND AV - EASTBOUND (FAR SIDE)



36. COLORADO BL / OAKLAND AV - WESTBOUND (FAR SIDE)



37. COLORADO BL / MADISON AV - EASTBOUND (FAR SIDE)



38. COLORADO BL / MADISON AV - WESTBOUND (FAR SIDE)



39. GREEN ST / RAYMOND AV - EASTBOUND (NEAR SIDE)



40. GREEN ST / ARROYO PKWY - EASTBOUND (NEAR SIDE)

APPENDIX F

Traffic Impact Analysis with Macy's Department Store Credits

APPENDIX F

TRAFFIC IMPACT ANALYSIS WITH MACY'S DEPARTMENT STORE CREDIT

This section (Appendix F) documents the traffic impact evaluation of the Paseo Colorado Center Redevelopment Project with consideration of the trip credits associated with demolition of the Macy's Department Store. The Macy's Department Store has been a part of the Paseo Colorado Center for the last three decades but was recently vacated. The Proposed Project includes demolition of the building that housed the Macy's Department Store, construction of 100 multi-family dwelling units and a new 179 room hotel and associated retail and restaurant, and conversion of retail and supermarket uses as part of the renovation of the Paseo Colorado Center.

This section summarizes the project description in terms of the overall future uses at the Center, the project trip generation estimates with the department store trip credit, baseline and future peak hour traffic counts and forecasts with and without Proposed Project and levels of service (LOS) at the analysis locations including the 40 study intersections. An evaluation of the baseline and future LOS and traffic impacts at these study intersections are also presented in this chapter. Street segments evaluation at the 25 street segment locations is provided in this section as well.

PROPOSED PROJECT WITH TRIP CREDIT FOR DEMOLITION OF MACY'S DEPARTMENT STORE

The Paseo Colorado Center currently contains the following uses (in gross floor area unless indicated otherwise):

- Retail Use – 377,526 square feet (including 151,570 square feet of Macy's Department Store) of GLA (gross leasable area)
- Grocery Store – 38,118 square feet
- Fine/Casual Restaurant Use – 66,390 square feet
- Outdoor Dining - 5,913 square feet
- Fast-Food Restaurant Use – 13,127 square feet
- Cineplex – 2,746 seats that includes
 - Restaurant - 2,020 square feet (including 887 square feet of outdoor dining)
- Health Club – 24,559 square feet
- Residential – 387 dwelling units

The Proposed Project consists of land use changes to the Center including demolition of a department store and other retail/fast-food restaurant uses to construct 100 multi-family dwelling units and a 179-room hotel and associated retail and restaurant uses and conversion of retail and supermarket uses. The Proposed uses at the Center would consist of the following uses (in gross floor area unless indicated otherwise):

- Hotel – 179 rooms
 - Accessory Retail – 5,744 square feet
 - Restaurant Seating Area – 2,700 square feet
- Retail Use – 253,803 square feet of GLA (gross leasable area)
- Fine/Casual Restaurant Use – 87,835 square feet
- Outdoor Dining – 10,013 square feet
- Fast-Food Restaurant – 12,197 square feet
- Cineplex – 2,746 seats that includes
 - Restaurant - 2,020 square feet (including 887 square feet of outdoor dining)
- Health Club – 24,559 square feet
- Residential – 487 dwelling units

PROJECT TRIP GENERATION AND ASSIGNMENT

Utilizing the rates and equations from the *Trip Generation Manual*, 9th Edition, Institute of Transportation Engineers, 2012, the trip generation for the existing on-site uses and proposed on-site uses of the Center was determined. Table F1 presents details of the trip generation including type of use, size, applicable rate and trip generation estimates. Other calculations within the tables also provide for trip generation adjustments due to transit, internal capture, and pass-by trips.

As indicated in Table F1, the existing on-site uses at the Center have a total trip generation of approximately 32,280 daily trips of which 884 trips occur during the morning peak hour and 2,677 trips during the evening peak hour.

It can be observed from Table F1 that the proposed on-site uses would result in a total trip generation of approximately 29,909 daily trips of which 878 trips would occur during the morning peak hour and 2,416 trips during the evening peak hour. Therefore, the Proposed Project would result in a net total trip generation of a reduction of 2,371 daily trips, a reduction of 6 trips during

**TABLE F1
ESTIMATED PROJECT TRIP GENERATION - WITH MACY'S TRIP CREDITS**

	Size	Daily	AM Peak Hour			PM Peak Hour		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed On-Site Uses								
Retail	253,803 s.f.	12,441	171	104	275	537	581	1,118
Quality Restaurant [1]	99,868 s.f.	8,983	41	40	81	501	247	748
Fast-Food Restaurant	12,197 s.f.	8,733	321	214	535	163	156	319
Health Club	24,559 s.f.	809	18	17	35	50	37	87
Cineplex	2,746 seats	4,943	8	8	16	237	158	395
Apartments	487 d.u.	3,075	48	194	242	186	100	286
Hotel	179 rooms	1,597	70	50	120	61	64	125
Accessory Retail	5,744 s.f.	230	4	3	7	11	10	21
Hotel Restaurant	2,700 s.f.	243	1	1	2	13	7	20
Overall On-Site Uses: Proposed Conditions - Total Trip Generation		41,054	682	631	1,313	1,759	1,360	3,119
Total Trip Generation - Less 10% Transit Trips		36,949	614	568	1,182	1,583	1,224	2,807
<u>Internal Capture</u>								
*Restaurant - Internal Capture (10%) [2]		(830)	(4)	(4)	(8)	(46)	(23)	(69)
*Fast-Food Restaurant - Internal Capture (50%)		(3,930)	(144)	(96)	(240)	(73)	(70)	(143)
<u>Pass-By Trips</u>								
**Retail - Pass-By (10%) Trips [3]		(1,140)	(13)	(12)	(25)	(52)	(51)	(103)
**Restaurant - Pass-By (10%) Trips [2]		(747)	(4)	(3)	(7)	(31)	(31)	(62)
**Fast-Food Restaurant - Pass-By (10%) Trips		(393)	(12)	(12)	(24)	(7)	(7)	(14)
A) Overall On-Site Trips: Proposed Conditions		29,909	437	441	878	1,374	1,042	2,416
Existing On-Site Uses								
Retail	377,526 s.f.	16,105	218	133	351	700	759	1,459
Supermarket	38,118 s.f.	3,897	81	49	130	194	187	381
Quality Restaurant [1]	74,323 s.f.	6,685	30	30	60	373	184	557
Fast-Food Restaurant	13,127 s.f.	9,399	346	230	576	175	168	343
Health Club	24,559 s.f.	809	18	17	35	50	37	87
Cineplex	2,746 seats	4,943	8	8	16	237	158	395
Apartments	387 d.u.	2,469	39	154	193	150	81	231
Overall On-Site Uses: Existing Conditions - Total Trip Generation		44,307	740	621	1,361	1,879	1,574	3,453
Total Trip Generation - Less 10% Transit Trips		39,876	666	559	1,225	1,691	1,417	3,108
<u>Internal Capture</u>								
*Restaurant - Internal Capture (10%) [1]		(602)	(3)	(3)	(6)	(34)	(17)	(51)
*Fast-Food Restaurant - Internal Capture (50%)		(4,230)	(156)	(104)	(260)	(79)	(76)	(155)
<u>Pass-By Trips</u>								
*Retail - Pass-By (10%) Trips		(1,449)	(16)	(16)	(32)	(66)	(65)	(131)
*Supermarket - Pass-By (10%) Trips		(351)	(6)	(6)	(12)	(17)	(17)	(34)
**Restaurant - Pass-By (10%) Trips [1]		(541)	(3)	(2)	(5)	(23)	(22)	(45)
**Fast-Food Restaurant - Pass-By (10%) Trips		(423)	(13)	(13)	(26)	(8)	(7)	(15)
B) Overall On-Site Trips: Existing Conditions		32,280	469	415	884	1,464	1,213	2,677
Trip Generation Summary								
A) Overall On-Site Trips: Proposed Conditions		29,909	437	441	878	1,374	1,042	2,416
B) Overall On-Site Trips: Existing Conditions		32,280	469	415	884	1,464	1,213	2,677
Net Proposed Project Total Trip Generation (A-B)		(2,371)	(32)	26	(6)	(90)	(171)	(261)

* Trips determined after reduction of transit trips.

** Trips determined after reduction of transit trips and internal capture.

[1] Includes 2,020 s.f. of cineplex restaurant use.

[2] Includes hotel restaurant and cineplex restaurant components.

[3] Includes hotel retail component.

**TABLE F1 (continued)
ESTIMATED PROJECT TRIP GENERATION - TRIP RATES**

Trip Rates [4]								
Apartments (ITE Land Use Code 220)	Trips per Dwelling Unit	[5]	20%	80%	[5]	65%	35%	[5]
Hotel (ITE Land Use Code 310)	Trips per Occupied Room	8.92	58%	42%	0.67	49%	51%	0.70
Health Club (ITE Land Use Code 492)	Trips per 1,000 s.f. GFA	32.93	50%	50%	1.41	57%	43%	3.53
Retail/Shopping Center (ITE Land Use Code 820)	Trips per 1,000 s.f. GLA	[6]	62%	38%	[6]	48%	52%	[6]
Supermarket (ITE Land Use Code 850)	Trips per 1,000 s.f. GFA	102.24	62%	38%	3.40	51%	49%	[7]
Quality Restaurant (ITE Land Use Code 931)	Trips per 1,000 s.f. GFA	89.95	50%	50%	0.81	67%	33%	7.49
Fast-Food w/o Drive-Through (ITE Land Use Code 933)	Trips per 1,000 s.f. GFA	716	60%	40%	43.87	51%	49%	26.15
Specialty Retail [8] (SANDAG Land Use Code)	Trips per 1,000 s.f. GLA	40.00	60%	40%	[9]	50%	50%	[9]
Multiplex Movie Theater [8] (SANDAG Land Use Code)	Trips per Seat	1.8	50%	50%	[10]	60%	40%	[10]

[4] Trip generation rates from the *Trip Generation Manual*, 9th Edition, ITE 2012, unless otherwise noted.

[5] Trip generation rates for apartment was calculated using the following equations:

$$\begin{aligned} \text{Daily:} & T = 6.06 (X) + 123.56 \\ \text{AM Peak Hour:} & T = 0.49 (X) + 3.73 \\ \text{PM Peak Hour:} & T = 0.55 (X) + 17.65 \end{aligned}$$

Where:
 T = Two-way volume of traffic (total trip-ends)
 X = Number of dwelling units

[6] Trip generation for retail was calculated using the following formulas:

$$\begin{aligned} \text{Daily:} & \ln(T) = 0.65 \ln(X) + 5.83 \\ \text{AM Peak Hour:} & \ln(T) = 0.61 \ln(X) + 2.24 \\ \text{PM Peak Hour:} & \ln(T) = 0.67 \ln(X) + 3.31 \end{aligned}$$

Where:
 \ln = Natural logarithm
 T = Two-way volume of traffic (total trip-ends)
 X = Area in 1,000 square feet of gross leasable area

[7] PM trip generation for supermarket was calculated using the following formula:

$$\text{PM Peak Hour:} \quad \ln(T) = 0.74 \ln(X) + 3.25$$

Where:
 \ln = Natural logarithm
 T = Two-way volume of traffic (total trip-ends)
 X = Area in 1,000 square feet of gross floor area

[8] *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, SANDAG, April 2002

[9] AM peak hour is 3% of Daily Trips. PM peak hour is 9% of Daily Trips.

[10] AM peak hour is 1/3% of Daily Trips and PM peak hour is 8% of Daily Trips.

the morning peak hour and a reduction of 261 trips during the evening peak hour compared to the total trip generation of the uses within the existing Paseo Colorado Center. It is worth noting that these trip generation calculations take into account trip credit due to the demolition of the Macy's Department Store building that has been part of the center for the last three decades.

Project Trip Distribution

The geographic regional trip distribution for the shopping center components was based on directional traffic distribution from existing traffic patterns observed in the current counts as well as professional judgment and local knowledge of travel patterns within the study area. The trip distribution for the hotel component was determined using the methodology described in *Appendix D* of the *2010 Congestion Management Program, Los Angeles County Metropolitan Transportation Authority* as well as existing traffic patterns and engineering judgment. The resulting geographic distribution was estimated to be the following:

	Shopping Center		
	<u>Uses</u>	<u>Hotel</u>	<u>Residential</u>
• To and From the North:	14%	16%	15%
• To and From the South:	32%	25%	21%
• To and From the East:	25%	31%	34%
• To and From the West:	29%	28%	30%

The general trip distribution percentages for shopping center uses shown in Figure 5, the hotel component trip distribution is shown in Figure 6, and that for the residential component in Figure 7 in Chapter III of the traffic study were utilized in this analysis. Based on these distribution assumptions, location and points of access of the Center's driveways to the various parking areas (Paseo Colorado Center Subterranean Parking Structure, Marengo Parking Structure and Los Robles Parking Structure), and net trip generation from Table F1, traffic estimates (with trip credits for the demolished Macy's retail use) of project-only trips were developed. It is worth noting that pass-by credit was not taken at study intersections adjacent to the Project site. The overall net project-only trips are presented in Figure F1.

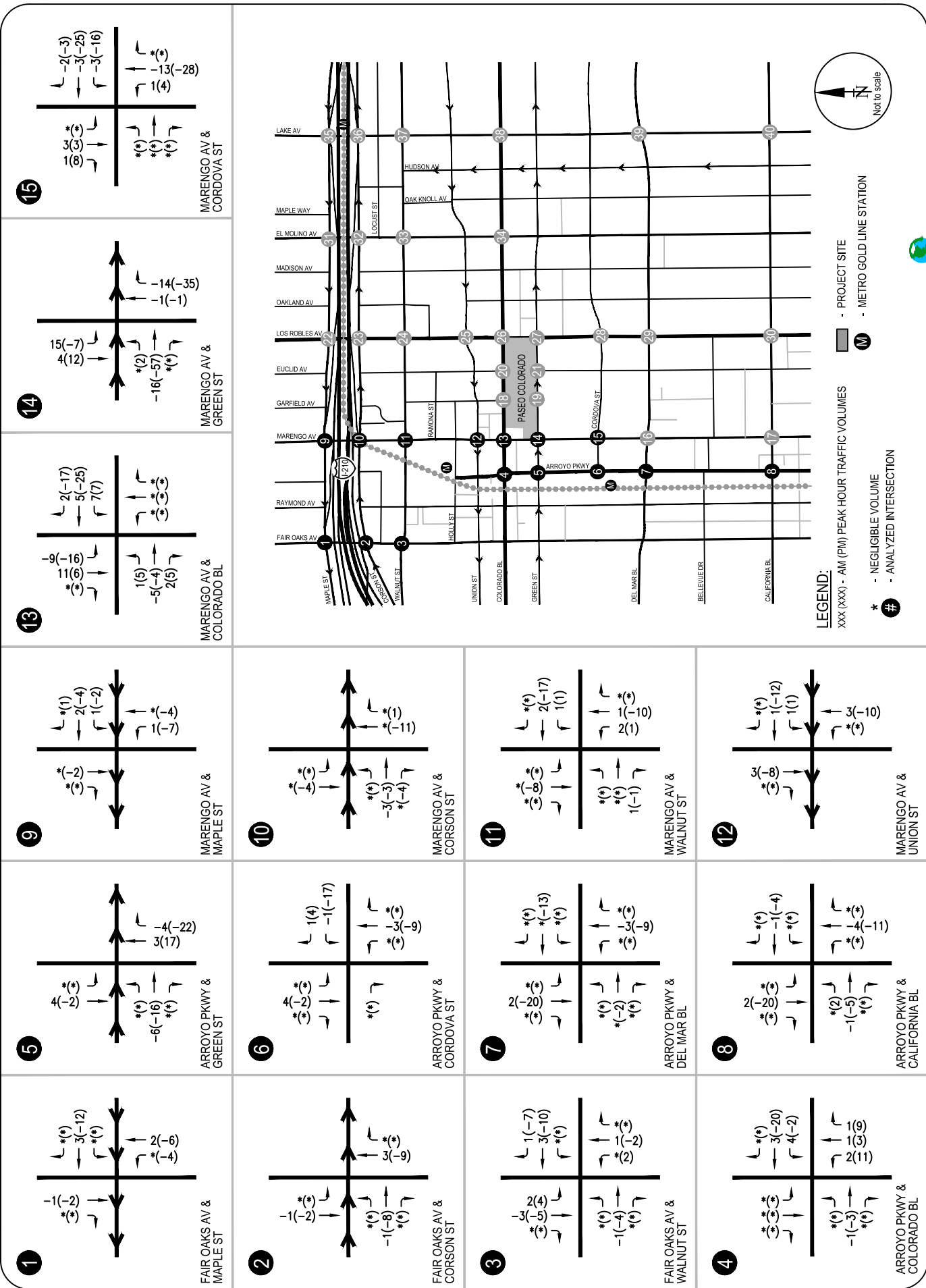


FIGURE F1
 OVERALL NET PROJECT TRIPS (WITH MACY'S TRIP CREDITS) PEAK HOUR TRAFFIC VOLUMES

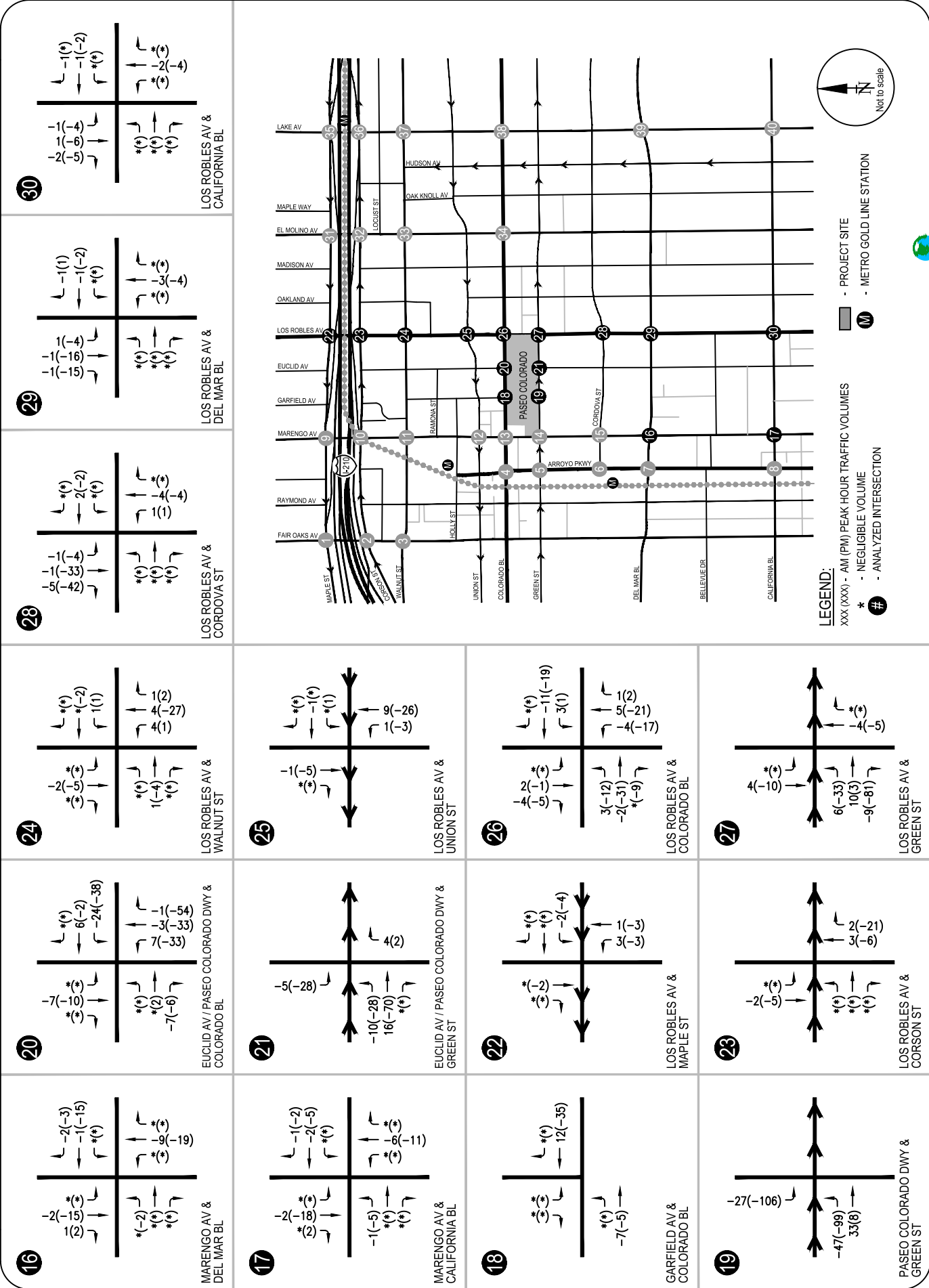
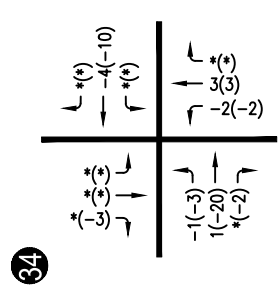
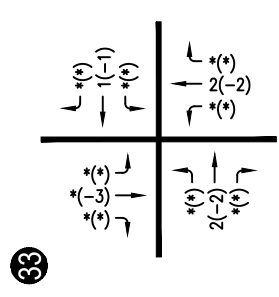
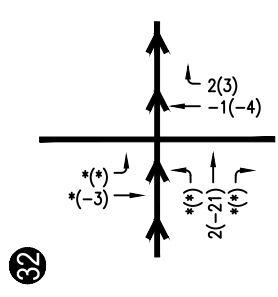
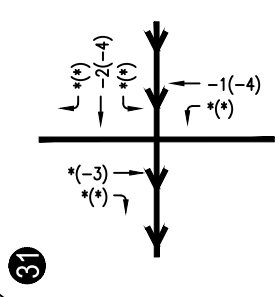
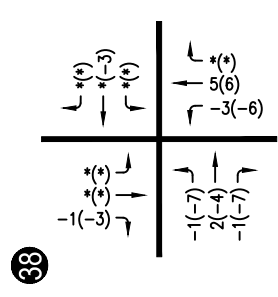
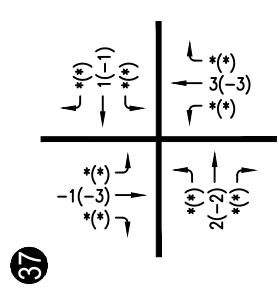
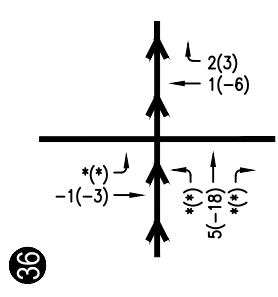
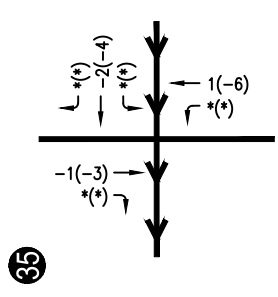
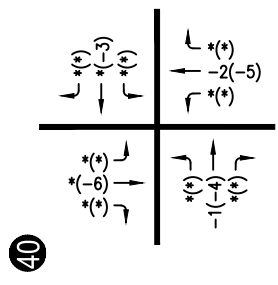
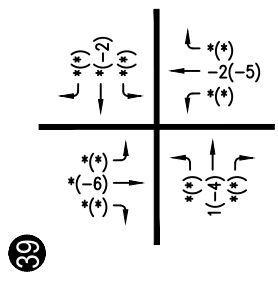
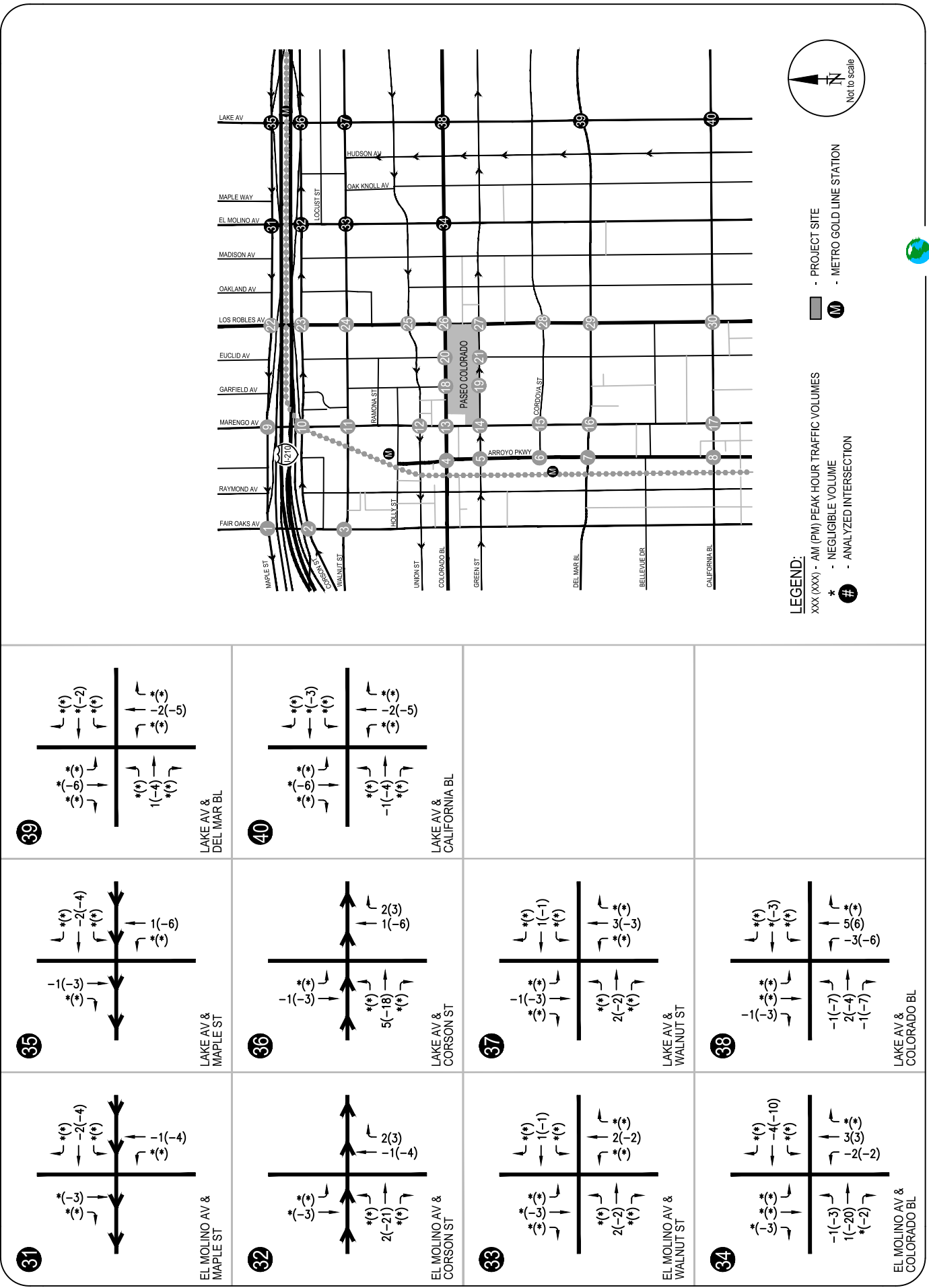


FIGURE F1 (CONTINUED)
 OVERALL NET PROJECT TRIPS (WITH MACY'S TRIP CREDITS) PEAK HOUR TRAFFIC VOLUMES





LEGEND:
 XXX (XXX) - AM (PM) PEAK HOUR TRAFFIC VOLUMES
 * - NEGLIGIBLE VOLUME
 # - ANALYZED INTERSECTION
 [Grey Box] - PROJECT SITE
 [M Logo] - METRO GOLD LINE STATION
 [North Arrow] - Not to scale

FIGURE F1 (CONTINUED)
 OVERALL NET PROJECT TRIPS (WITH MACY'S TRIP CREDITS) PEAK HOUR TRAFFIC VOLUMES



BASELINE (2013) TRAFFIC VOLUMES

At the time when the existing (2013) traffic counts were collected, the existing Macy's Department Store (151,570 square feet of retail use) and approximately 106,661 square feet of other retail uses at the Paseo Colorado Center were vacant. Since this retail use was not operational, these existing site trips were not accounted for in the existing traffic counts. In order to estimate the overall magnitude of the effects of the Proposed Project on the regional transportation system, baseline traffic with all existing site trips including trips associated with the vacant Macy's Department store and other retail uses need to be determined. This has been accomplished by adding the trip associated with the vacated retail uses to the existing traffic counts.

The trip generation evaluation for the department store and vacant retail uses is summarized in Table F2. As indicated in the table, the department store generated a net (less transit and pass-by credits) total of 5,237 daily trips of which 114 trips occurred during the morning peak hour and 475 trips occurred during the evening peak hour; while the other vacant retail uses generated a net total of 3,685 daily trips, 80 trips during the morning peak hour and 334 trips during the evening peak hour.

Based on the shopping center (retail) distribution assumptions, location and points of access of the Center's driveways to the various parking areas, and net trip generation from the department store and other vacant retail uses, traffic estimates for these trips were developed. The net project trips (AM and PM peak hour traffic estimates) for the vacant retail uses and Macy's department store are included in Appendix G of the traffic study.

Utilizing the vacant retail's (both Macy's department store and other vacant retail) traffic estimates developed for both AM and PM peak hours, traffic forecasts for the Baseline (2013) conditions were developed. The existing (2013) traffic volumes were combined with the vacant retail uses traffic volumes to obtain the Baseline (2013) traffic volume forecasts. The Baseline (2013) traffic volumes during both AM and PM peak hours are presented in Figure F2.

The existing environmental setting normally constitutes the baseline conditions against which a lead agency determines whether an impact is significant. However, the use of past or hypothetical conditions as the baseline is appropriate where, as here, it is necessary to evaluate current traffic impacts resulting from the existing uses on site.

**TABLE F2
ESTIMATED TRIP GENERATION - EXISTING VACANT RETAIL [1]**

	Size	Daily	AM Peak Hour			PM Peak Hour		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Existing Department Store [2]								
Retail	151,570 s.f.	6,466	87	54	141	281	305	586
Total Trip Generation - Less 10% Transit Trips		5,819	78	49	127	253	275	528
<u>Pass-By Trips</u>								
*Retail - Pass-By (10%) Trips		(582)	(7)	(6)	(13)	(27)	(26)	(53)
A) Existing Macy's Department Store		5,237	71	43	114	226	249	475
Existing Vacant Retail [2]								
Retail	106,661 s.f.	4,550	61	38	99	198	214	412
Total Trip Generation - Less 10% Transit Trips		4,095	55	34	89	178	193	371
<u>Pass-By Trips</u>								
*Retail - Pass-By (10%) Trips		(410)	(5)	(4)	(9)	(19)	(18)	(37)
B) Existing Vacant Retail		3,685	50	30	80	159	175	334

* Trips determined after reduction of transit trips.

[1] Total vacant space on 5/31/2013.

[2] Trip generation estimates for vacant retail uses (including department store) calculated using effective trip generation rate of the overall existing retail (shown in Table F1).

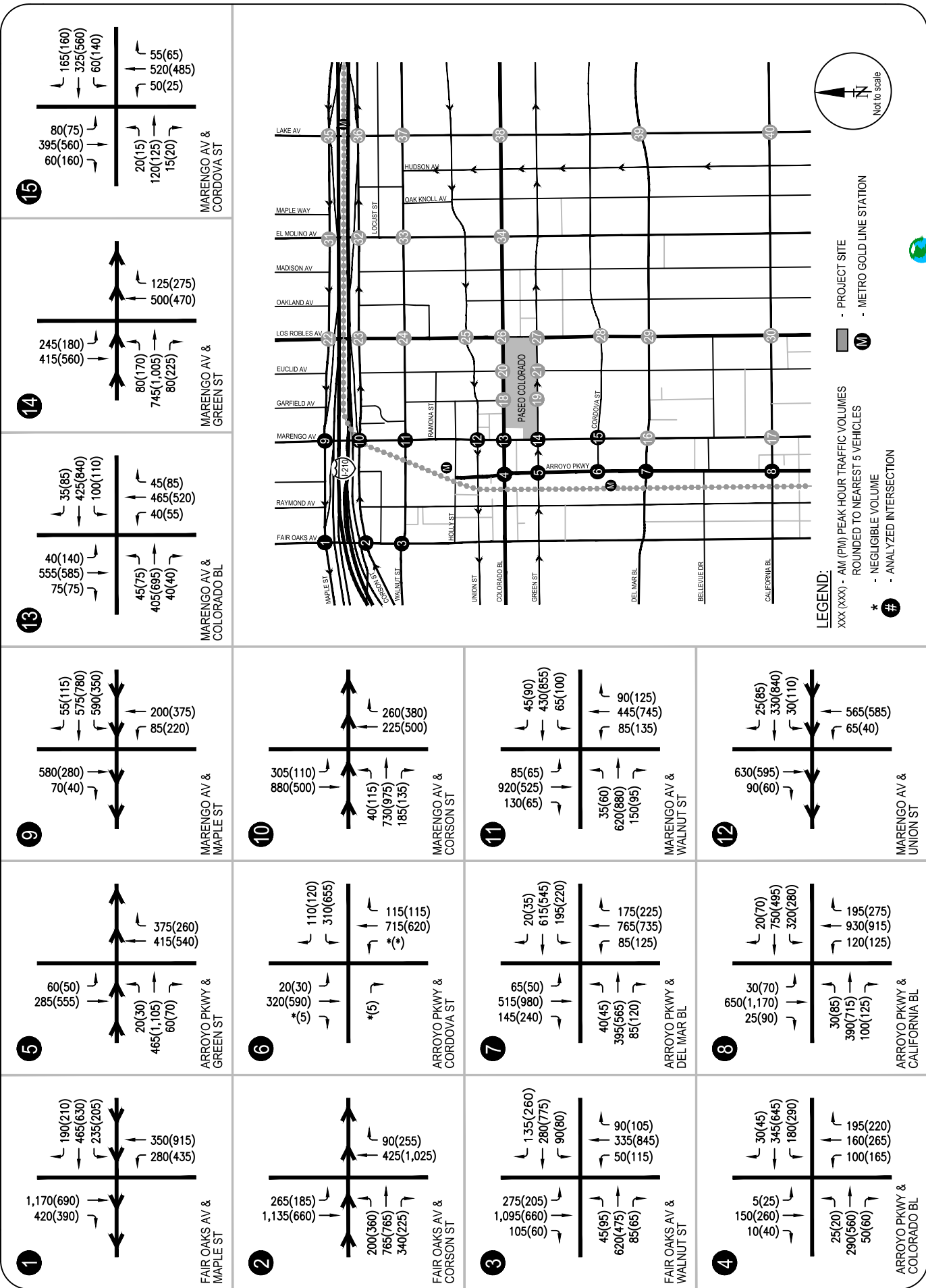


FIGURE F2 BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS) PEAK HOUR TRAFFIC VOLUMES

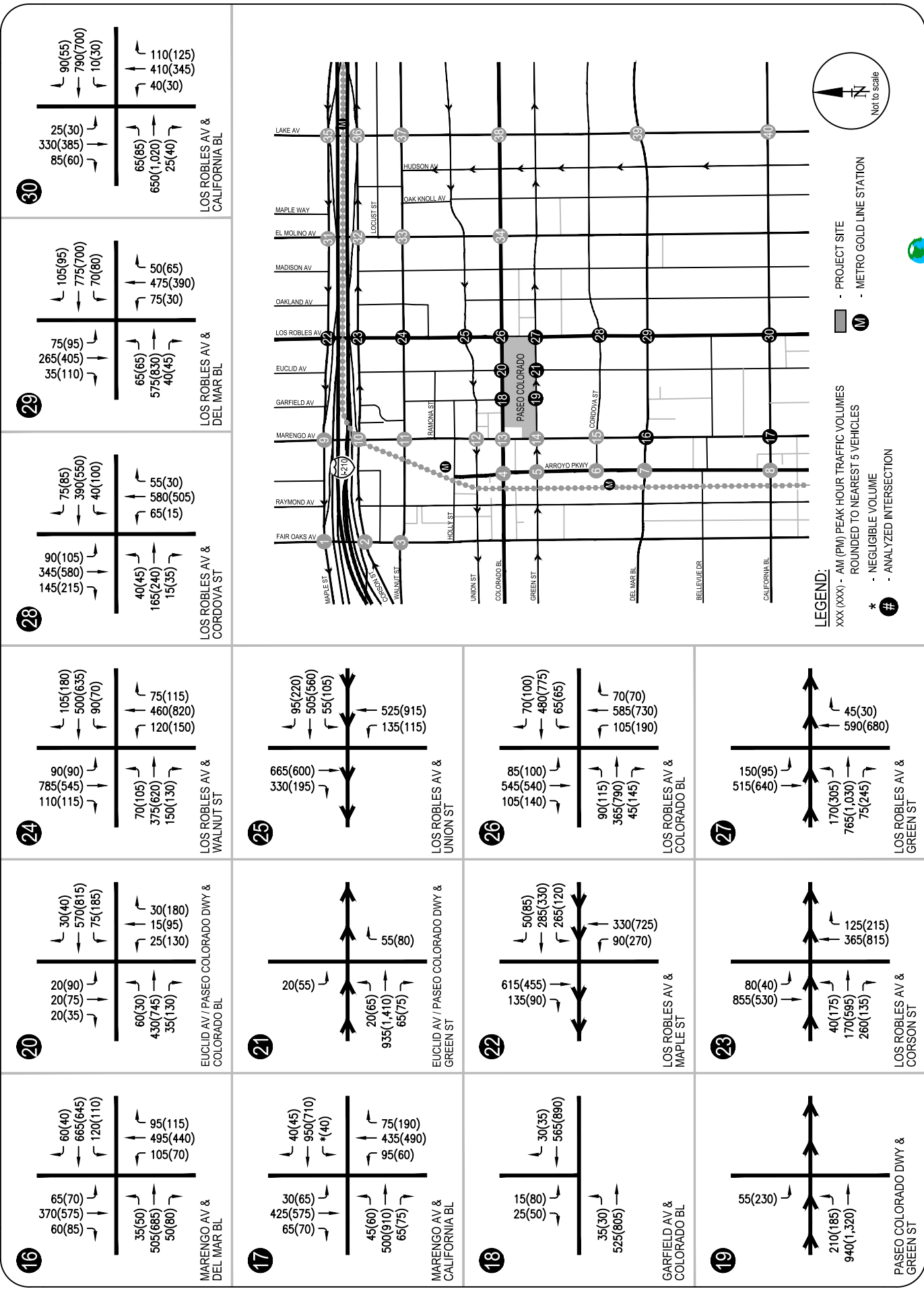
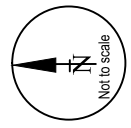
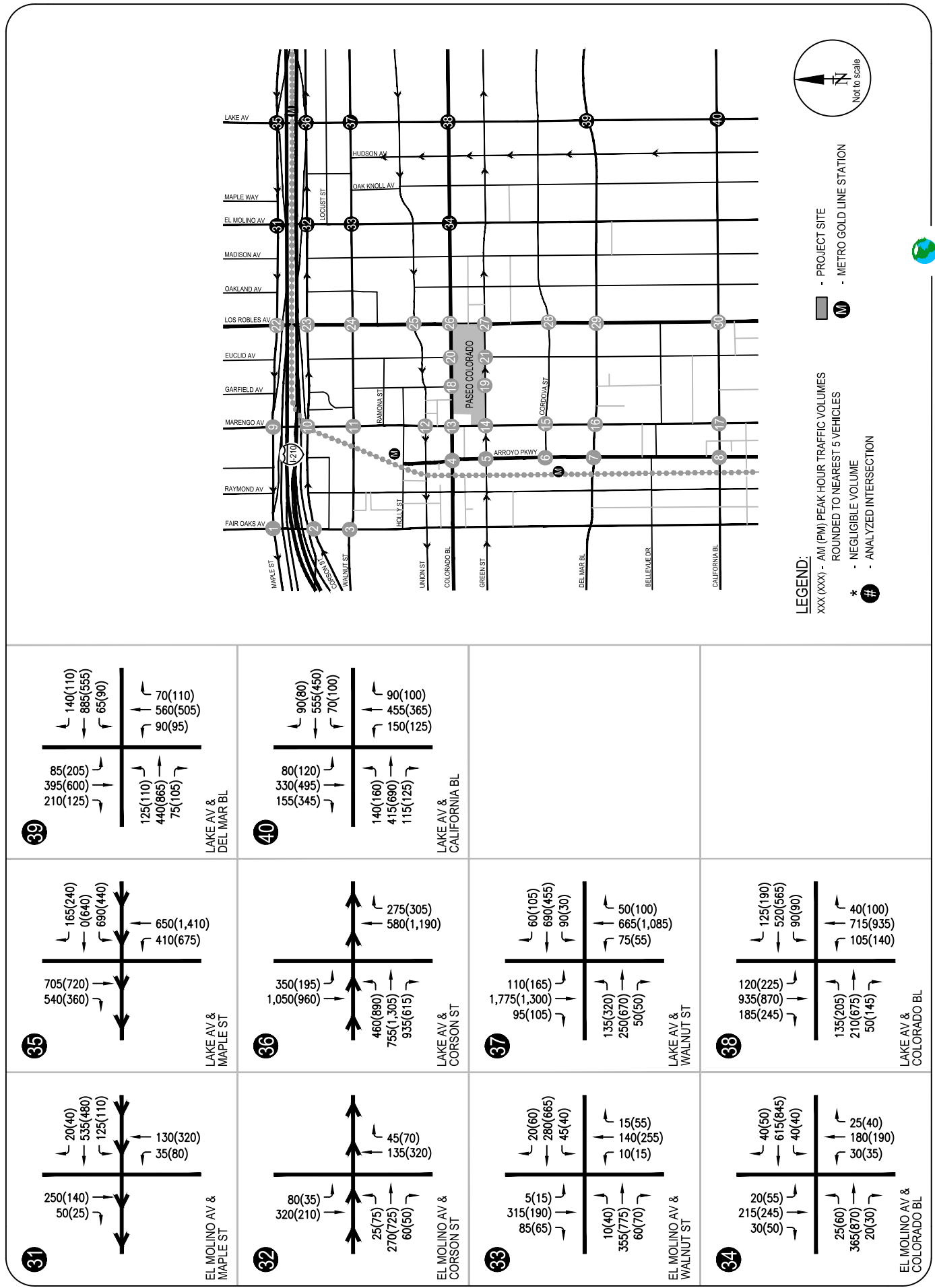


FIGURE F2 (CONTINUED)
 BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS) PEAK HOUR TRAFFIC VOLUMES



LEGEND:
 XXX (XXX) - AM (PM) PEAK HOUR TRAFFIC VOLUMES
 ROUNDED TO NEAREST 5 VEHICLES
 * - NEGLIGIBLE VOLUME
 # - ANALYZED INTERSECTION

- PROJECT SITE
 - METRO GOLD LINE STATION

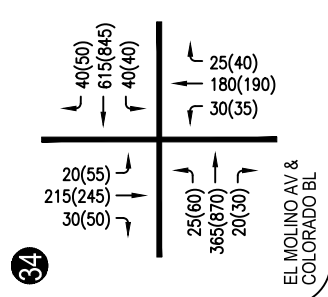
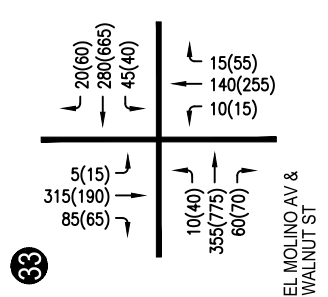
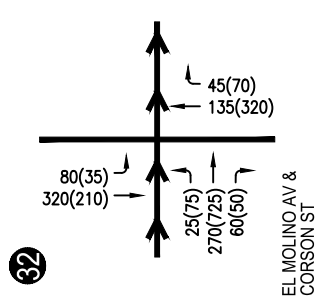
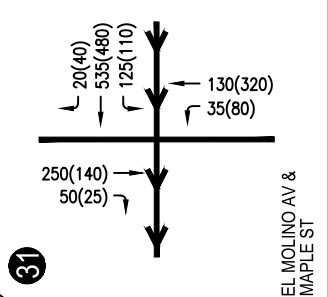
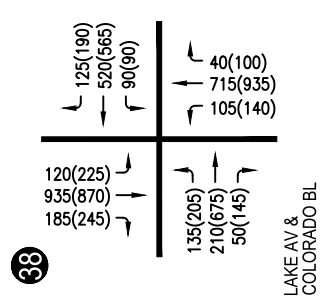
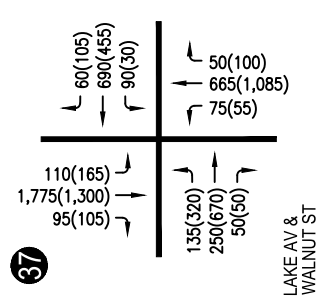
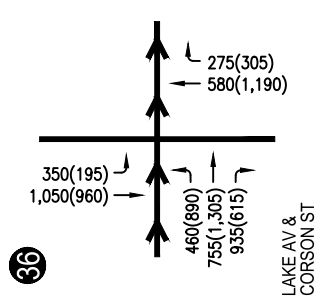
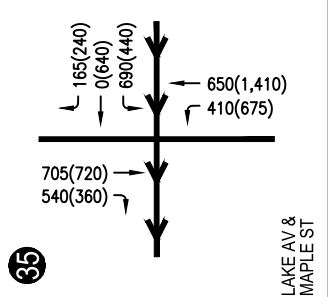
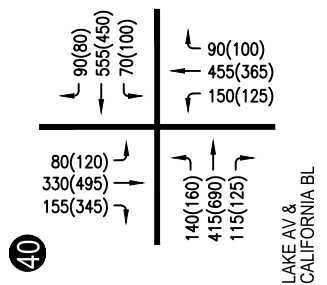
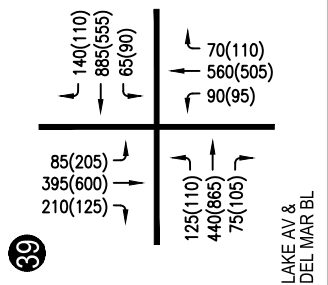


FIGURE F2 (CONTINUED)
 BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS) PEAK HOUR TRAFFIC VOLUMES



BASELINE (2013) PLUS PROJECT TRAFFIC VOLUMES

Utilizing the project-only traffic estimates developed for both AM and PM peak hours, traffic forecasts for the Baseline (2013) plus Project conditions were developed. The Baseline (2013) traffic volumes (shown in Figure F2) were combined with the project-only traffic volumes (with trip credits for the demolished Macy's retail use) to obtain the Baseline (2013) with Project traffic volume forecasts. The Baseline (2013) plus Project (with Macy's trip credits) traffic volumes during both AM and PM peak hours are presented in Figure F3.

CUMULATIVE (2016) WITHOUT PROJECT TRAFFIC PROJECTIONS

Traffic projections for the Cumulative (2016) without Project conditions reflect growth in traffic from two primary sources: firstly, ambient growth reflects the effect of overall area-wide regional growth both within and outside the study area; and secondly, from traffic generated by specific related projects located near the study area. These components are described below.

Area-wide Ambient Traffic Growth

Projections for an area-wide regional growth factor of 1.5% per year was estimated from the most recent City of Pasadena Mobility Element model. Future traffic increases due to regional growth and development are expected to continue at this rate. With the project completion date of 2016, the existing 2013 traffic volumes at each intersection were adjusted upwards by 4.5% to reflect this area-wide ambient growth.

The related projects traffic volumes from Chapter IV of the traffic study, Figure 14, were added to the Future 2016 Pre-Project Ambient Growth (Chapter IV, Figure 12) traffic projections along with the existing baseline growth due to the vacant retail uses (including the department store) traffic to obtain the Cumulative (Year 2016) Base traffic volumes. These Cumulative (2016) without Project (with Macy's trip credits) traffic volumes are shown in Figure F4.

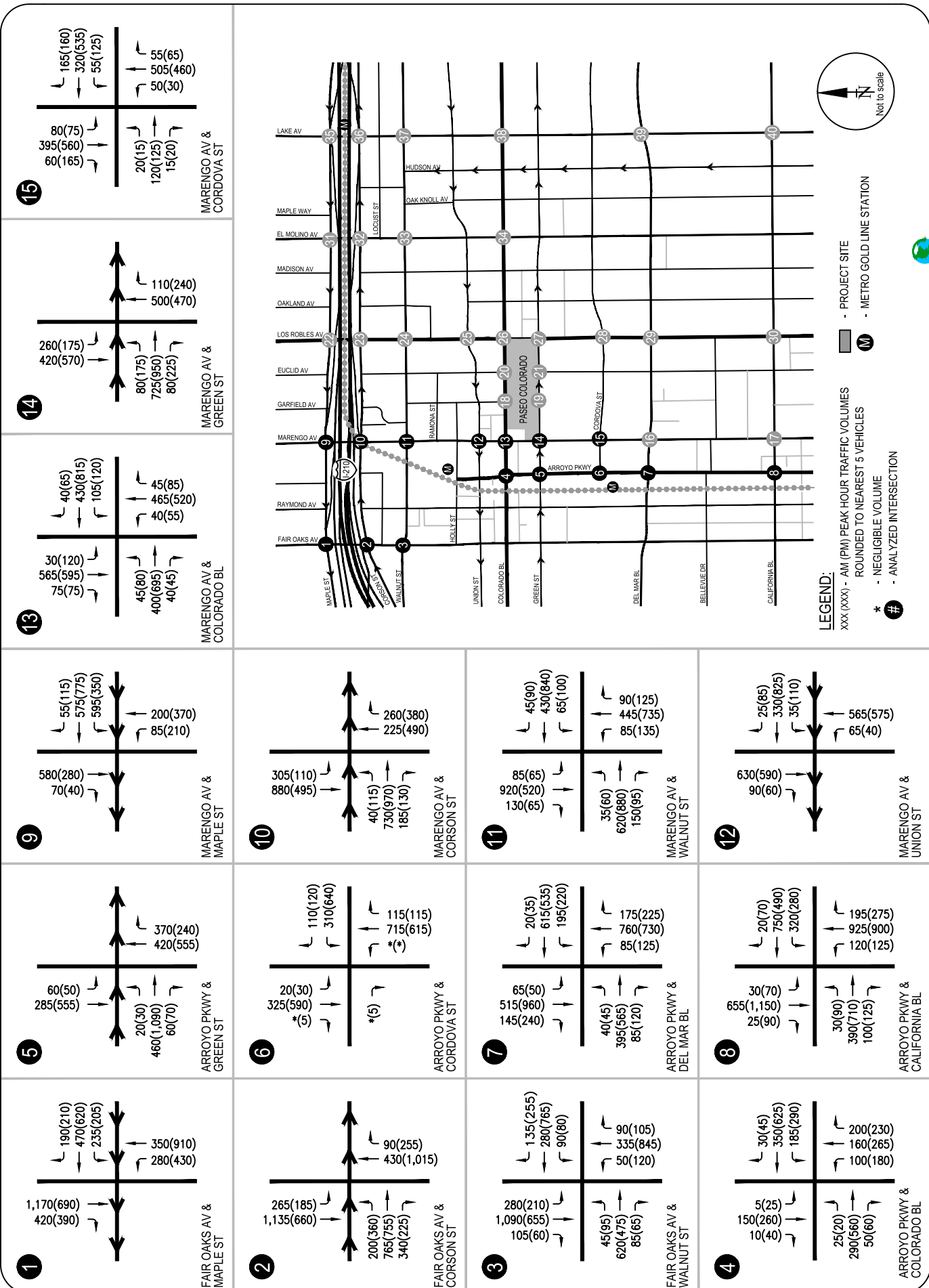
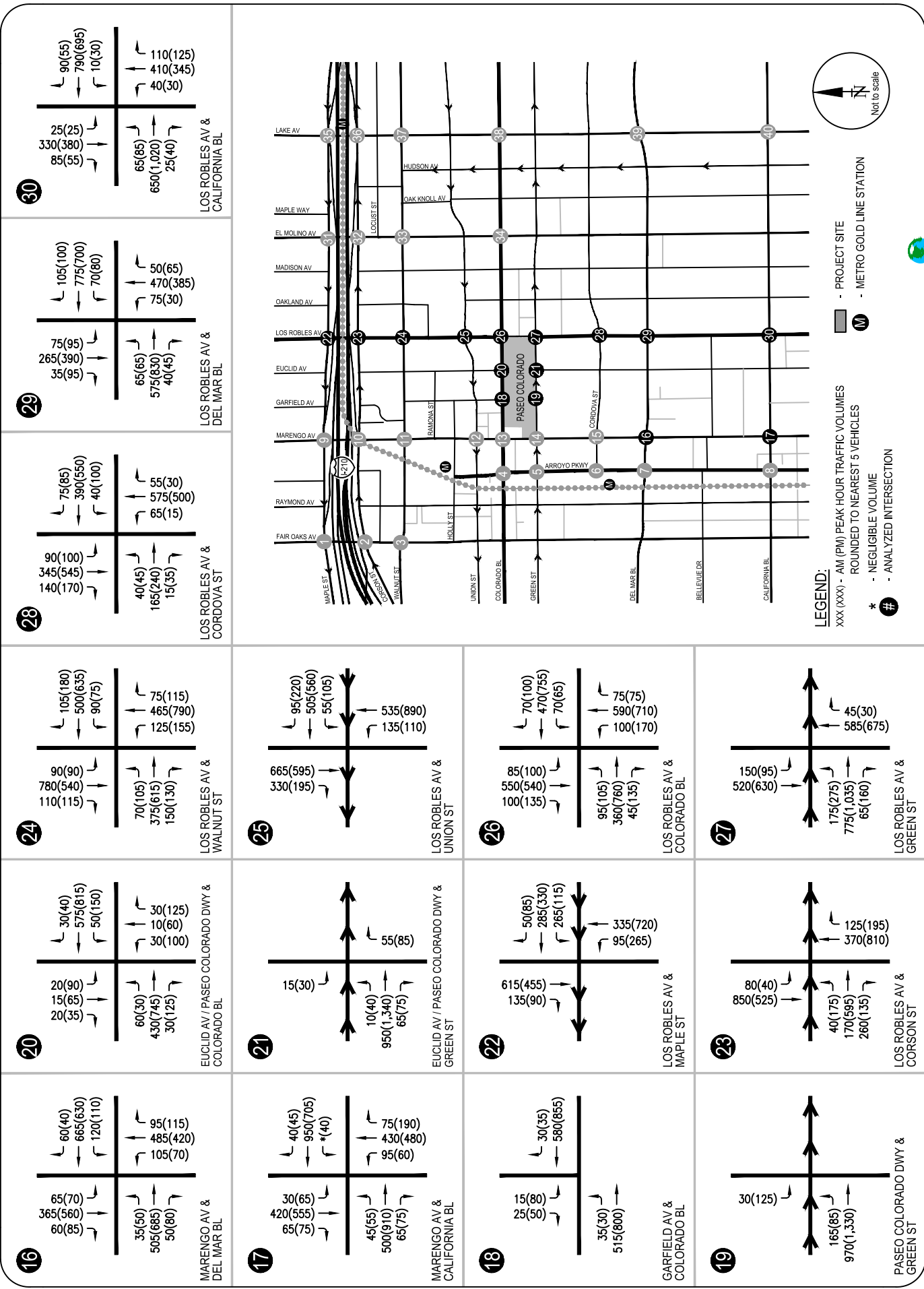
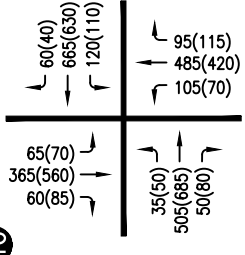


FIGURE F3
 BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS) PEAK HOUR TRAFFIC VOLUMES

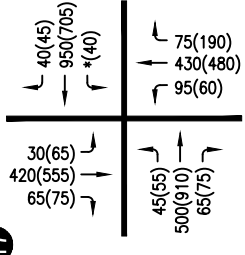




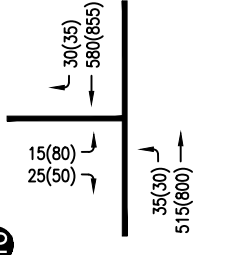
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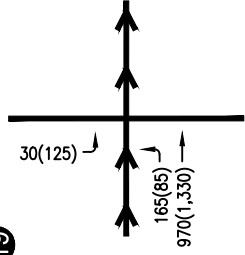
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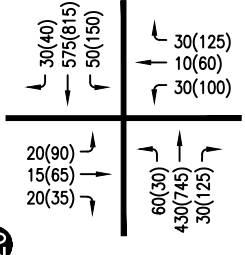
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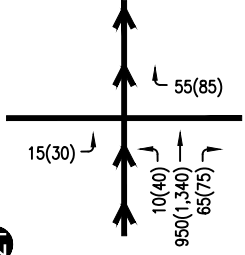
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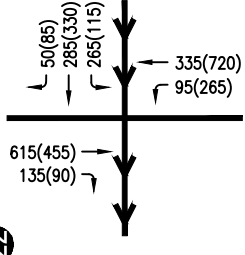
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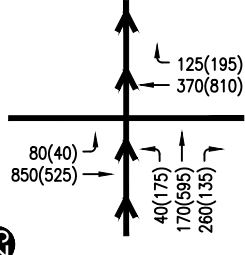
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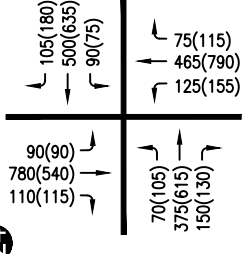
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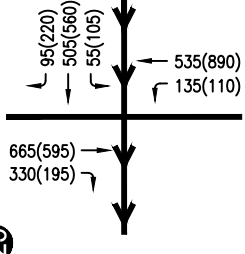
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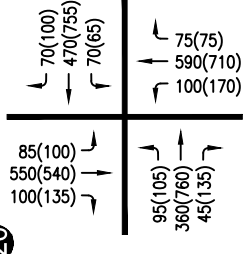
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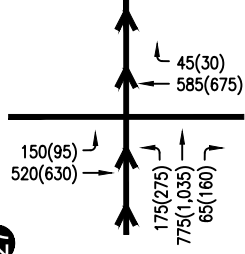
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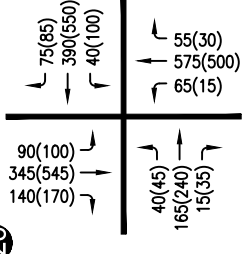
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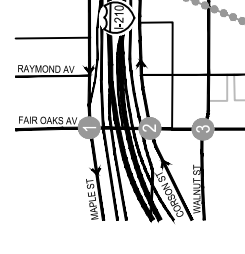
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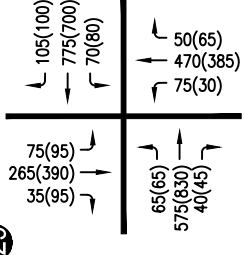


FIGURE F3 (CONTINUED)
 BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS) PEAK HOUR TRAFFIC VOLUMES



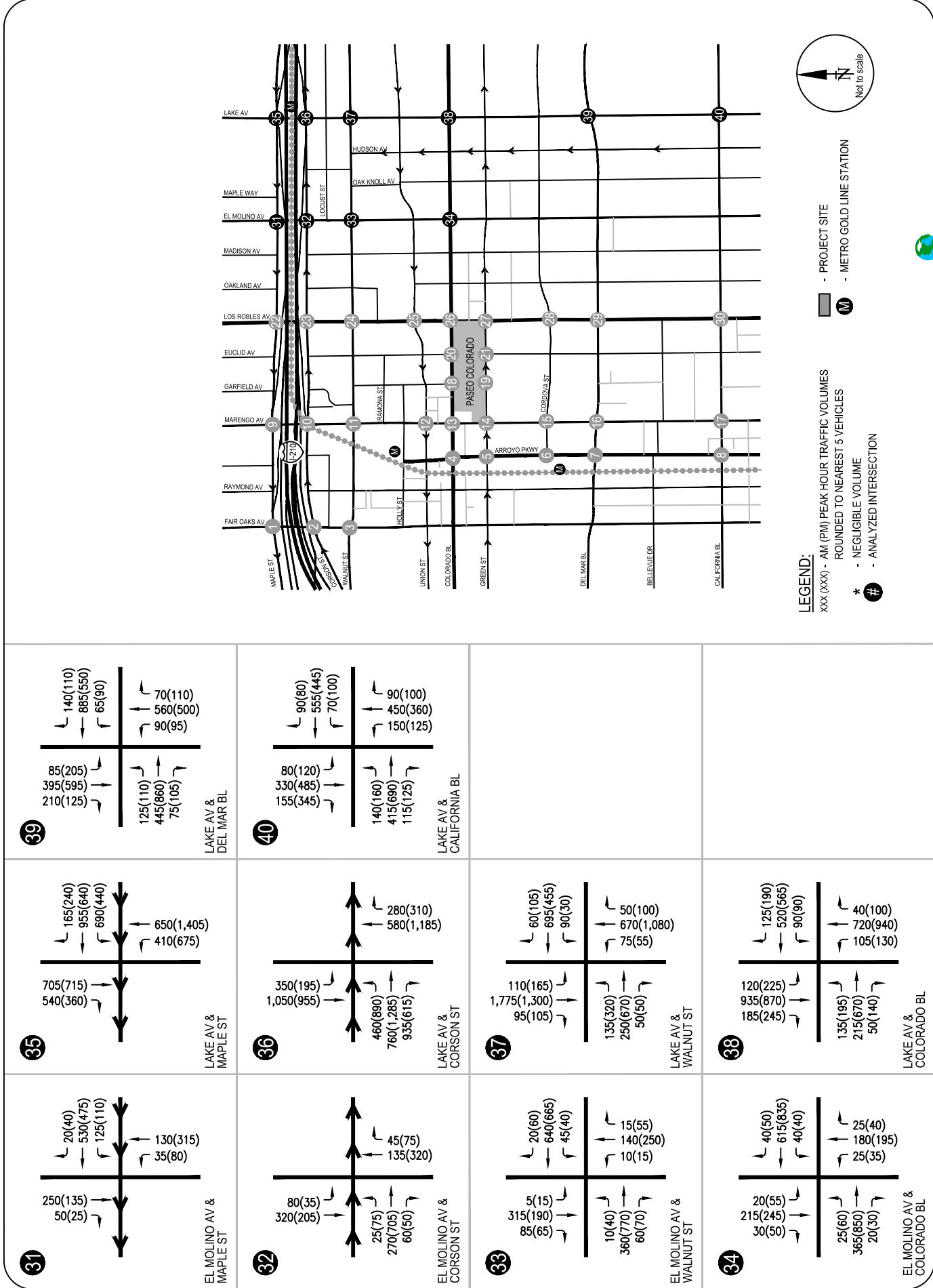


FIGURE F3 (CONTINUED)
 BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS) PEAK HOUR TRAFFIC VOLUMES

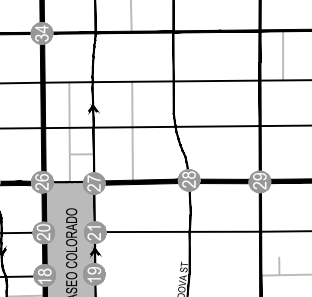
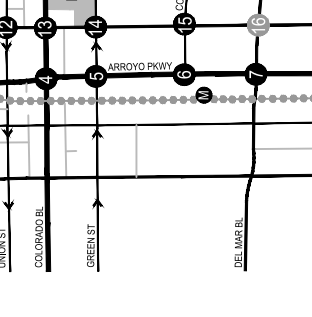
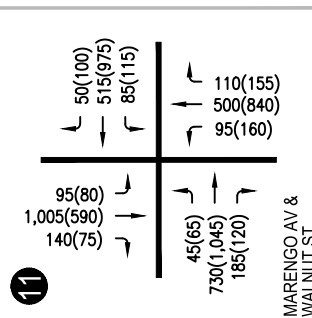
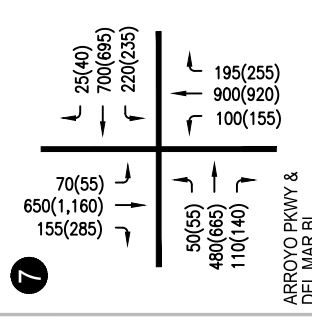
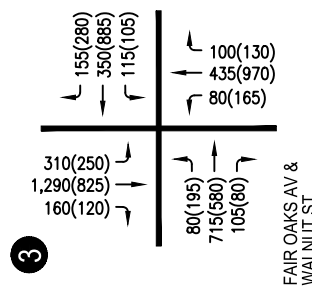
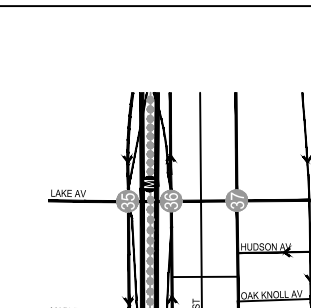
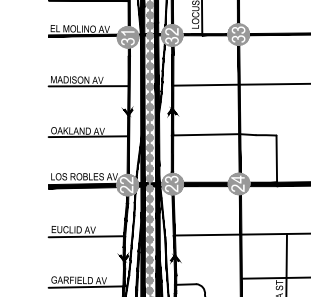
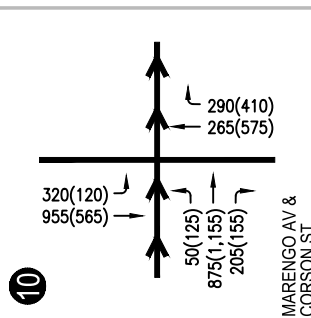
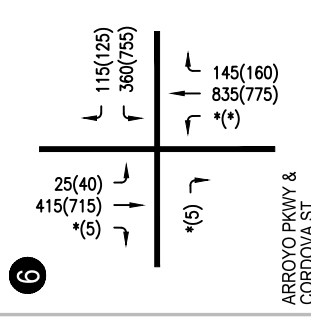
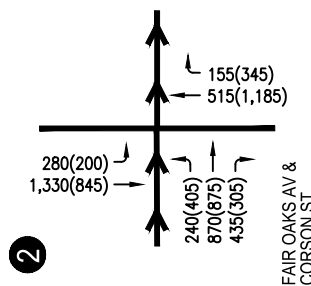
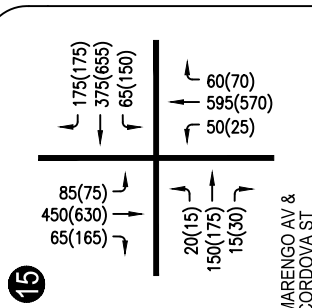
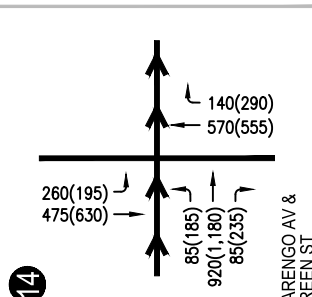
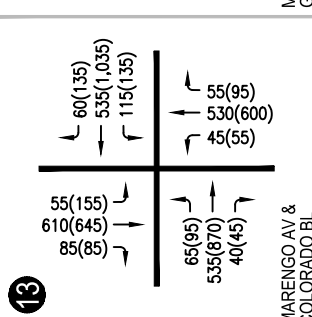
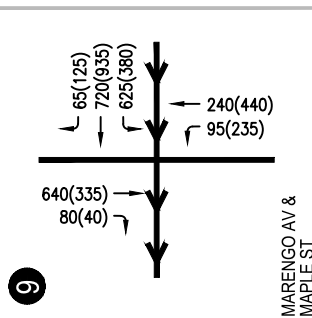
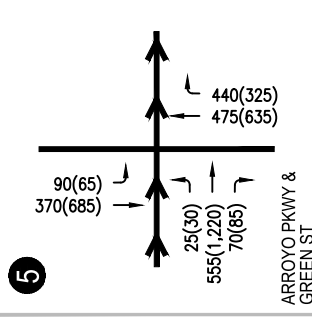
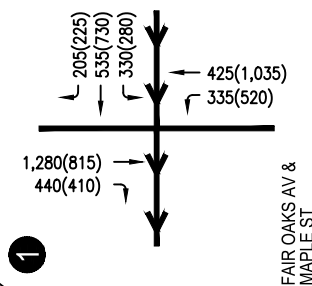
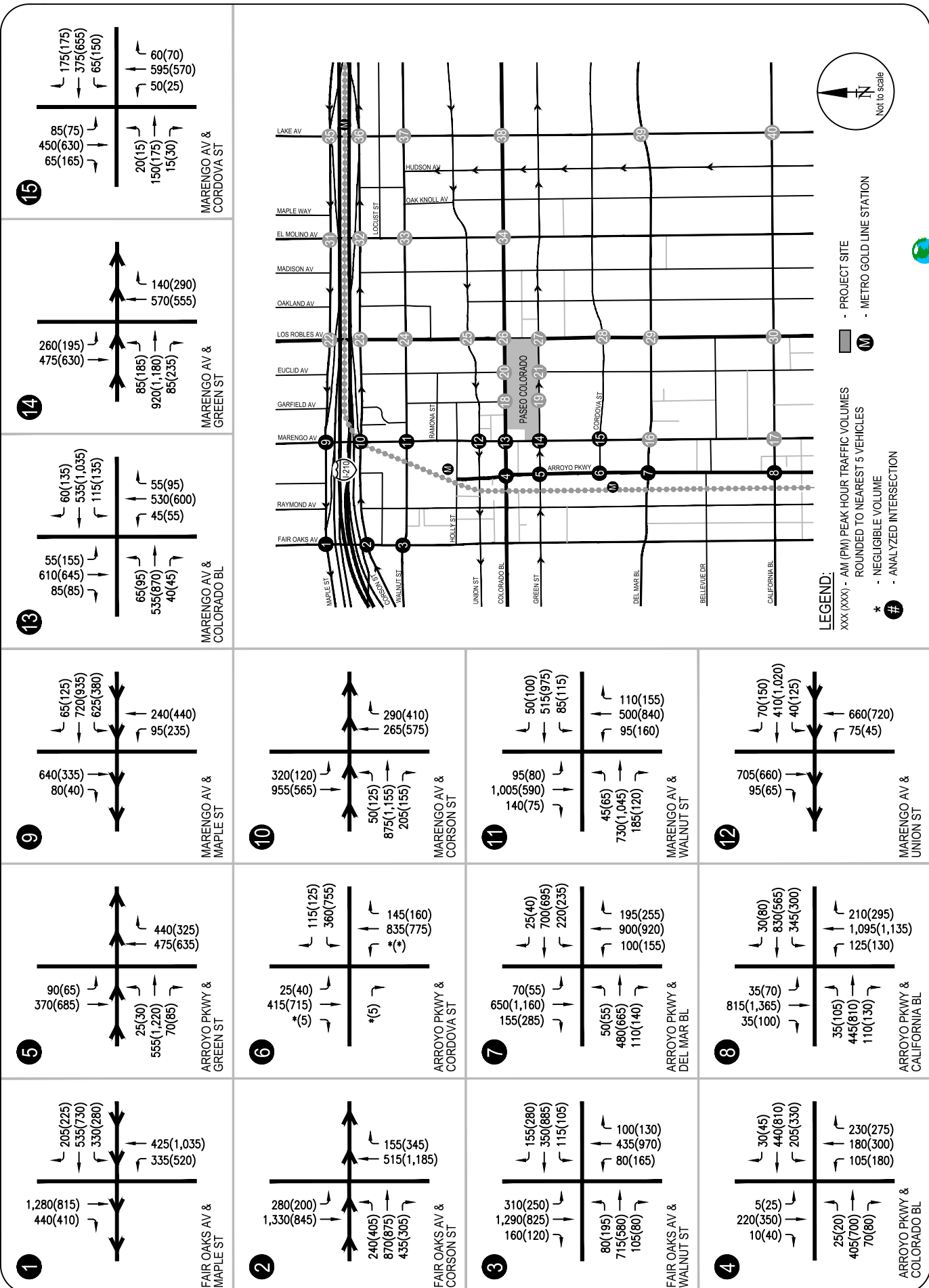


FIGURE F4 CUMULATIVE (2016) WITHOUT PROJECT (WITH MACY'S TRIP CREDITS) CONDITIONS PEAK HOUR TRAFFIC VOLUMES



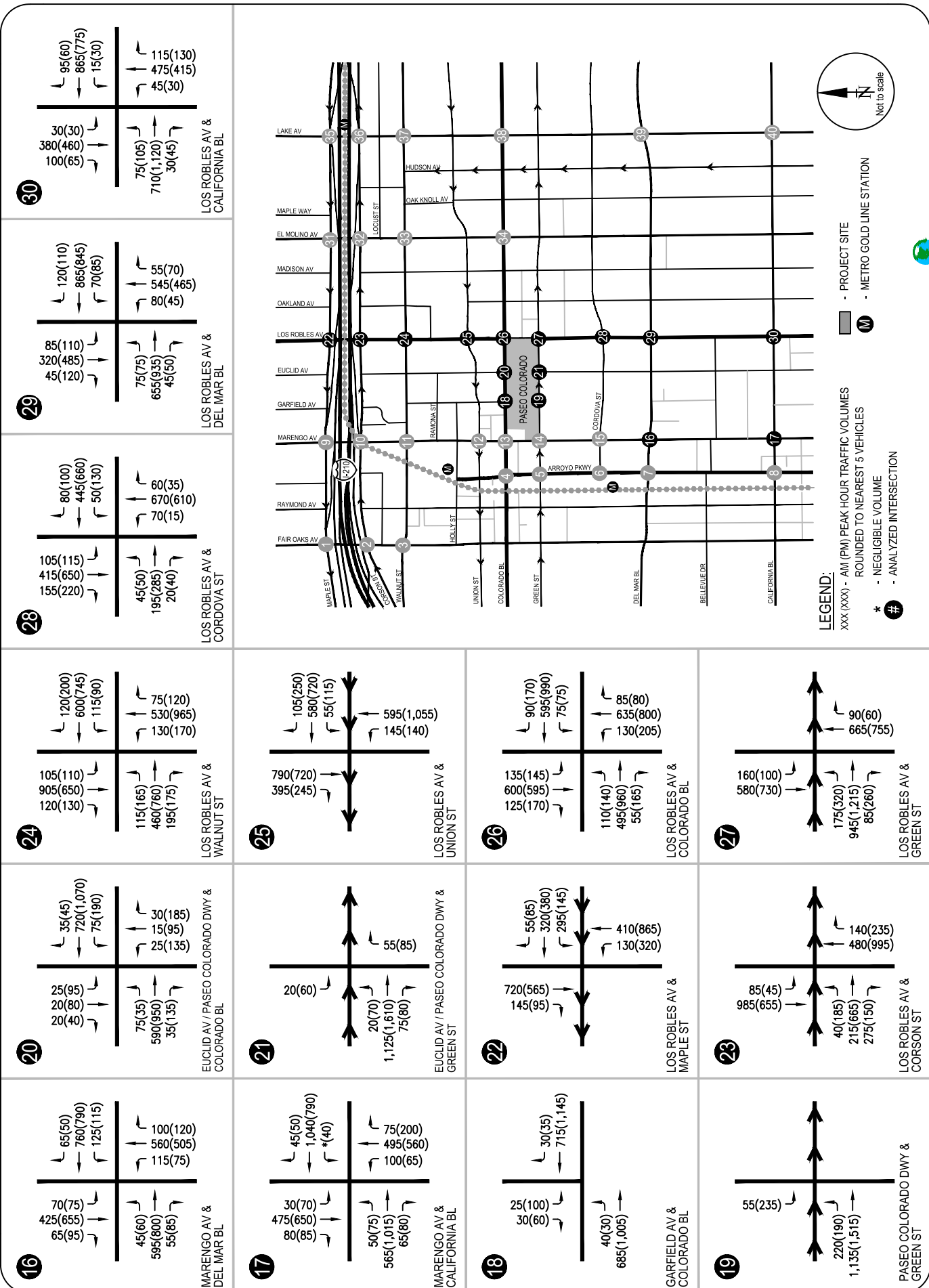


FIGURE F4 (CONTINUED)
 CUMULATIVE (2016) WITHOUT PROJECT (WITH MACY'S TRIP CREDITS) CONDITIONS PEAK HOUR TRAFFIC VOLUMES



RAJU Associates, Inc.

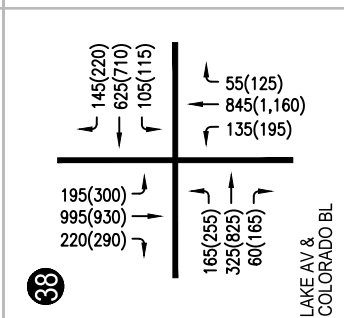
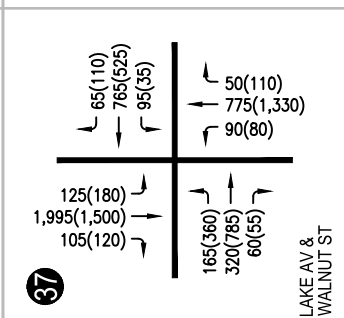
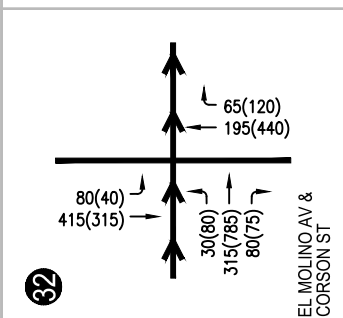
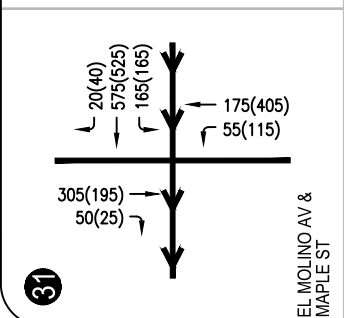
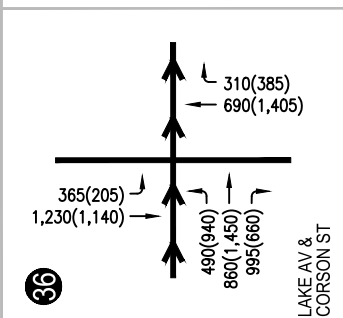
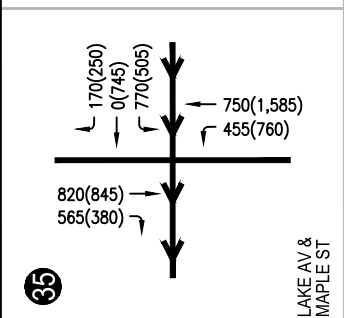
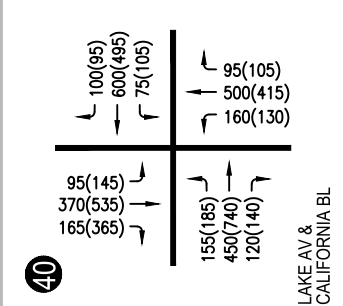
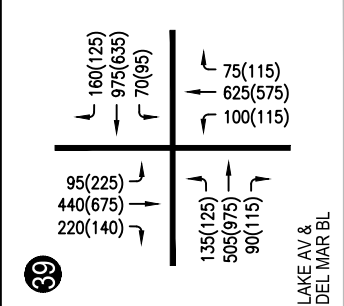
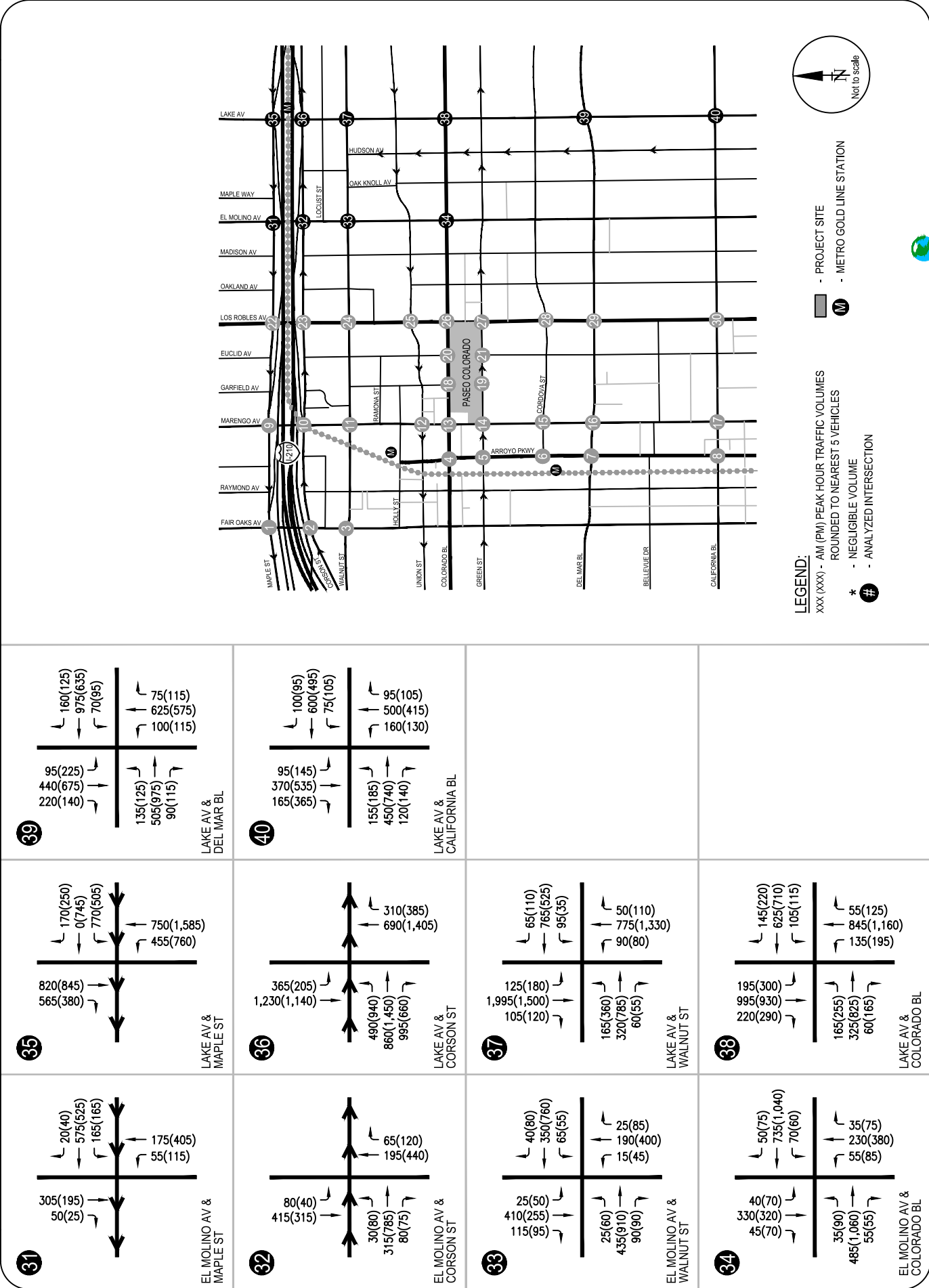


FIGURE F4 (CONTINUED)
 CUMULATIVE (2016) WITHOUT PROJECT (WITH MACY'S TRIP CREDITS) CONDITIONS PEAK HOUR TRAFFIC VOLUMES



CUMULATIVE (2016) PLUS PROJECT TRAFFIC VOLUMES

Utilizing the intersection specific project only traffic estimates developed for both AM and PM peak hours due to the Proposed Project, the traffic forecasts for the Cumulative (2016) plus Project conditions with trip credits for the demolished Macy's Department Store retail use were developed. The Future Year 2016 Cumulative without Project traffic forecasts were combined with the project only traffic volumes (presented in Figure F4) to obtain the Cumulative (2016) Future with Project (with Macy's trip credits) traffic volume forecasts. The Cumulative (Year 2016) plus Project (with Macy's trip credits) traffic volumes during both AM and PM peak hours are presented in Figure F5.

TRAFFIC CONDITIONS & IMPACT ANALYSIS

The baseline and future conditions with and without the Project (with trip credits for demolished retail use) were analyzed utilizing the methodologies and assumptions per the City of Pasadena traffic study guidelines. The results were then used to assess the potential impact of the Proposed Project (with trip credits) on the local street system. The traffic impact analysis compares the volume to capacity (V/C) ratios at each study location under the baseline and baseline plus project; and cumulative base and cumulative plus project conditions to determine the incremental difference in V/C ratios caused by the Proposed Project.

The City of Pasadena Department of Transportation has established threshold criteria to determine if a project has a significant traffic impact at a specific intersection. According to the criteria that are based on a sliding scale, a project impact is considered significant if the following conditions are met, as shown in Table F3:

**TABLE F3
INTERSECTION LEVEL OF SERVICE (LOS) THRESHOLDS**

Intersection LOS Project Conditions	Project-Related Increase in V/C Ratio
A	0.06
B	0.05
C	0.04
D	0.03
E	0.02
F	0.01

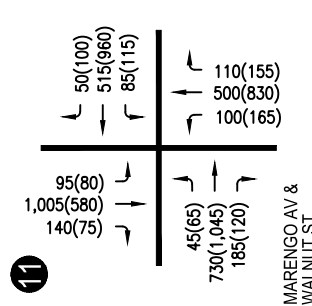
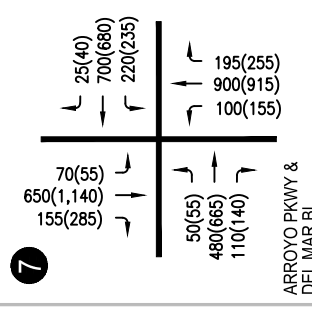
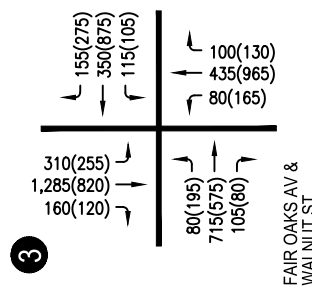
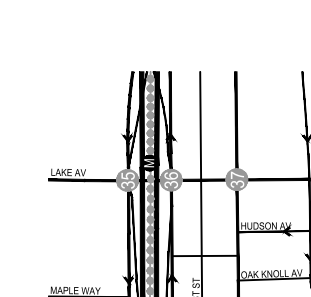
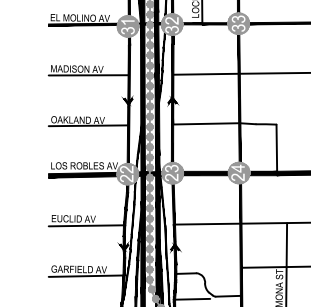
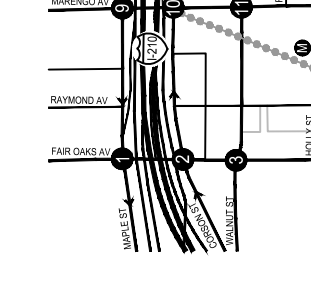
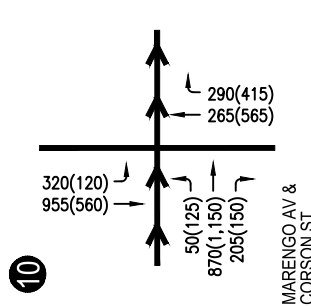
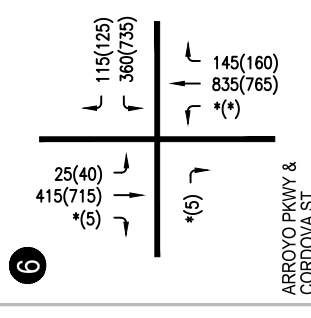
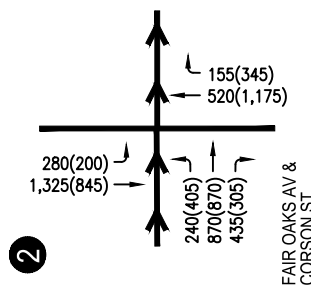
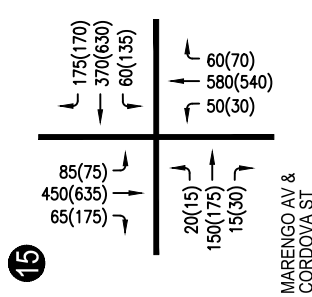
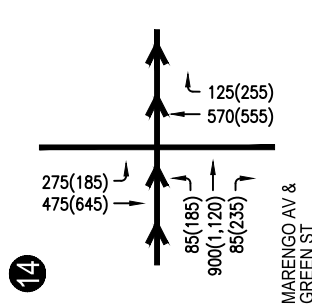
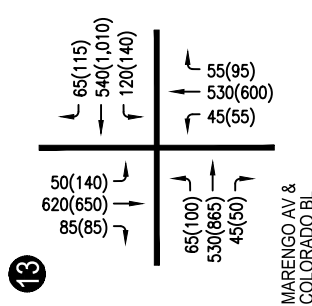
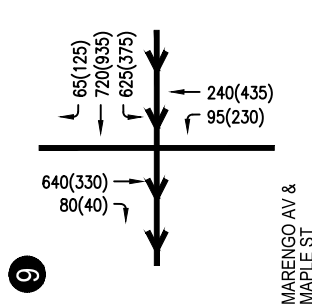
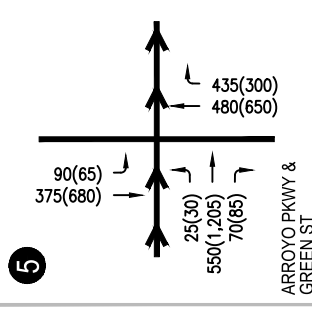
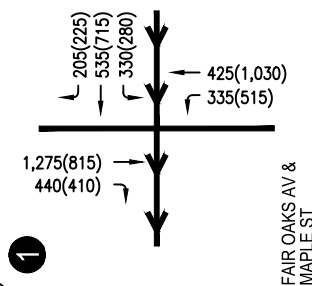
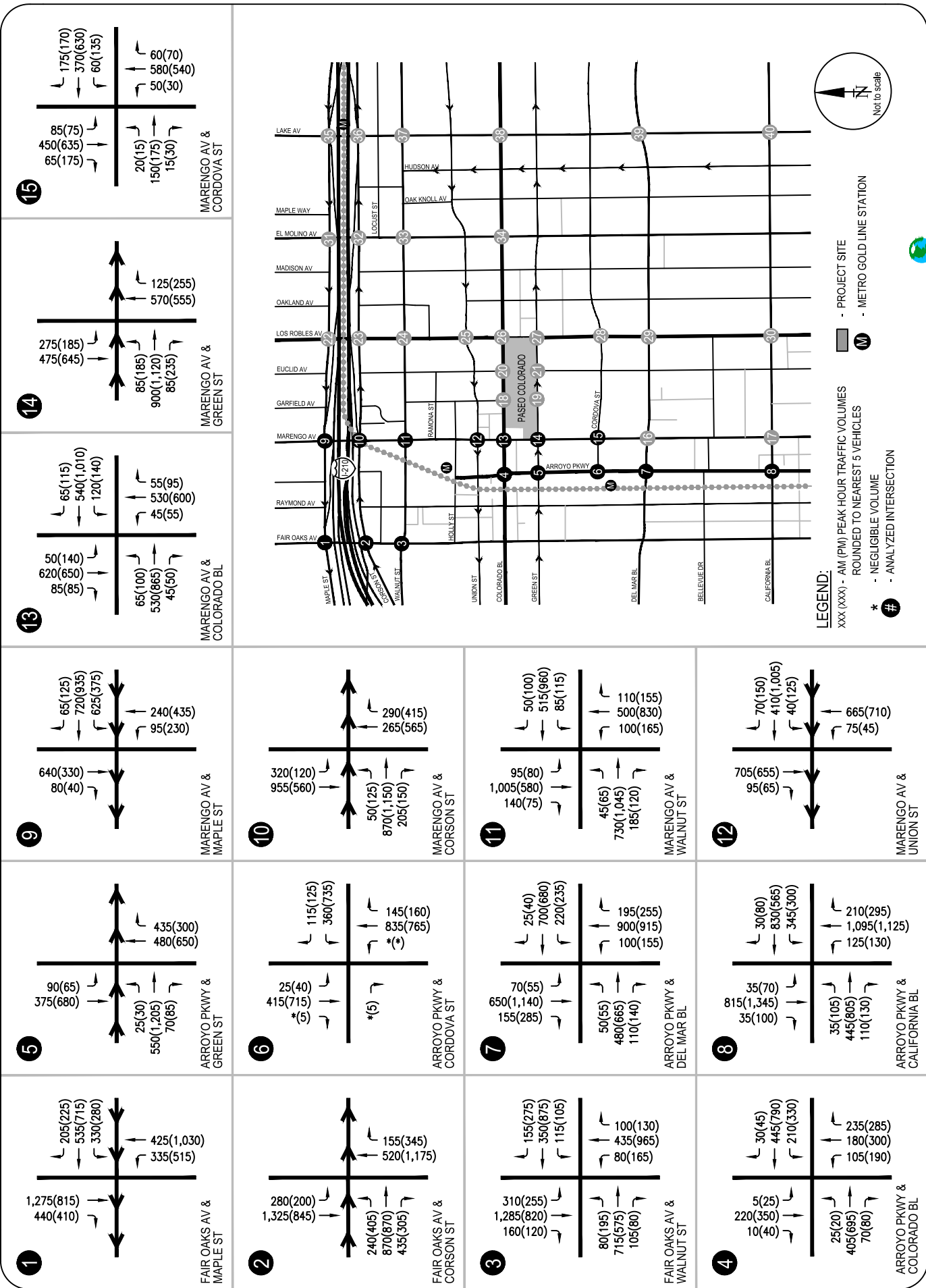


FIGURE F5 CUMULATIVE (2016) PLUS PROJECT (WITH MACY'S TRIP CREDITS) CONDITIONS PEAK HOUR TRAFFIC VOLUMES



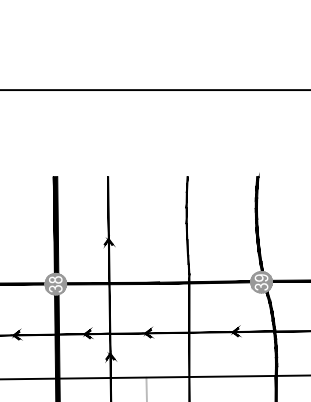
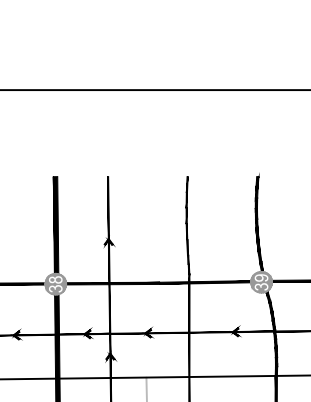
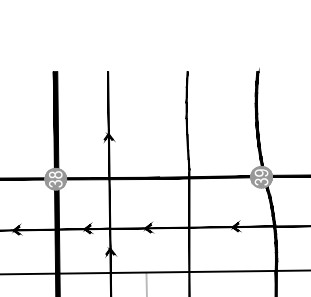
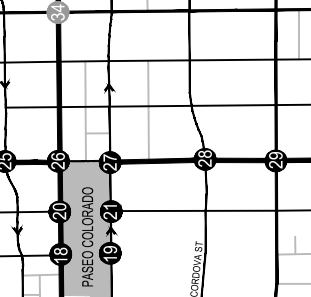
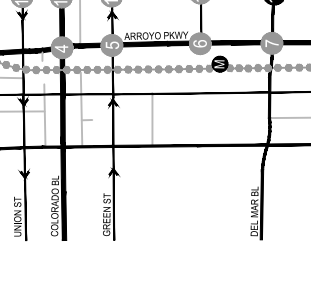
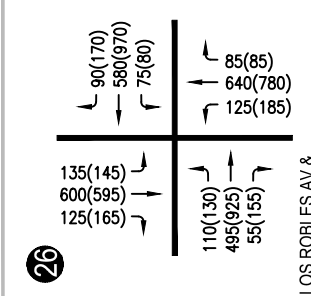
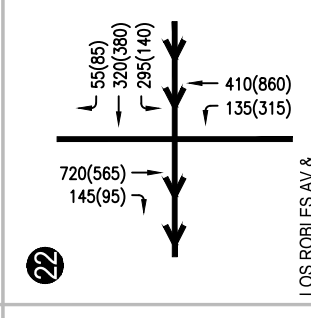
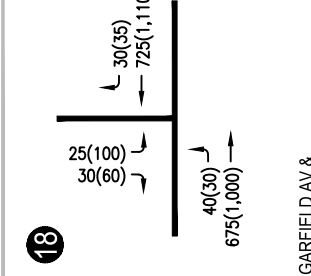
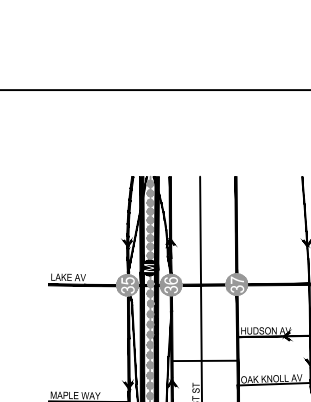
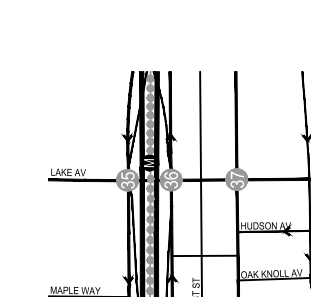
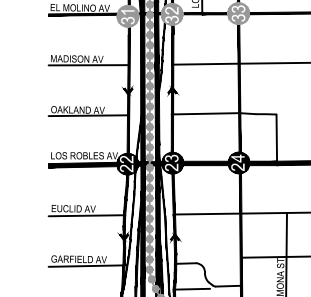
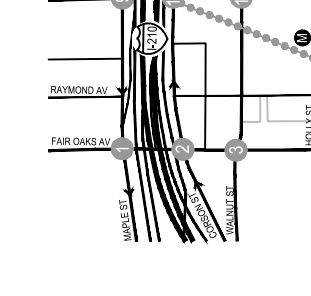
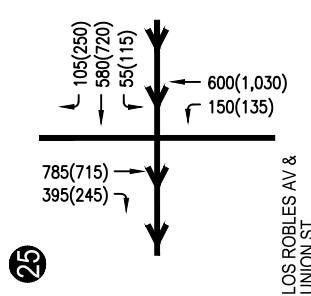
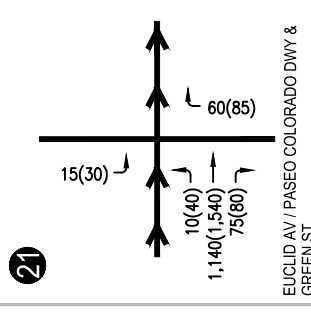
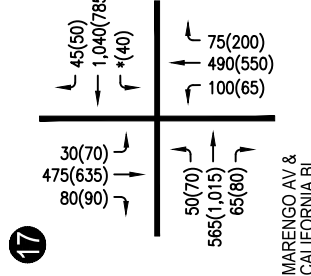
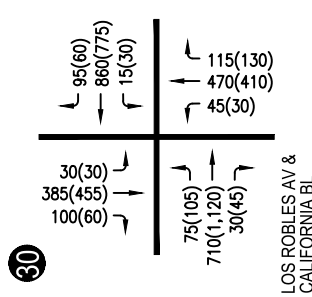
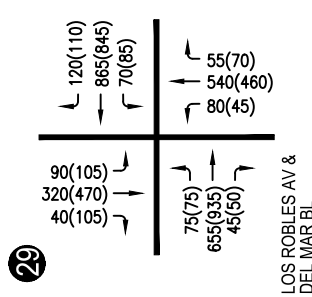
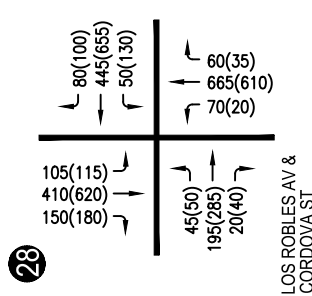
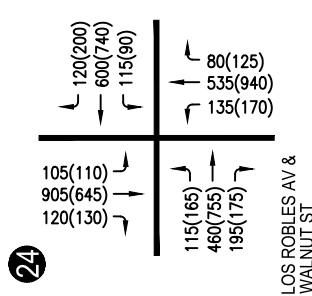
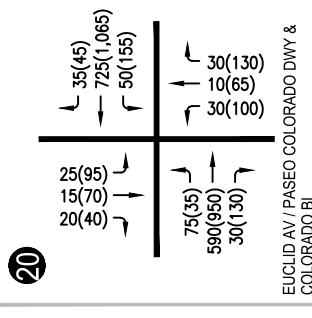
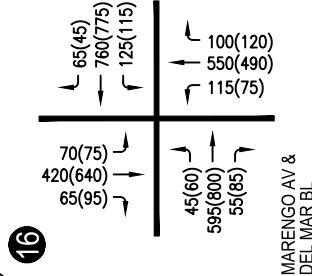
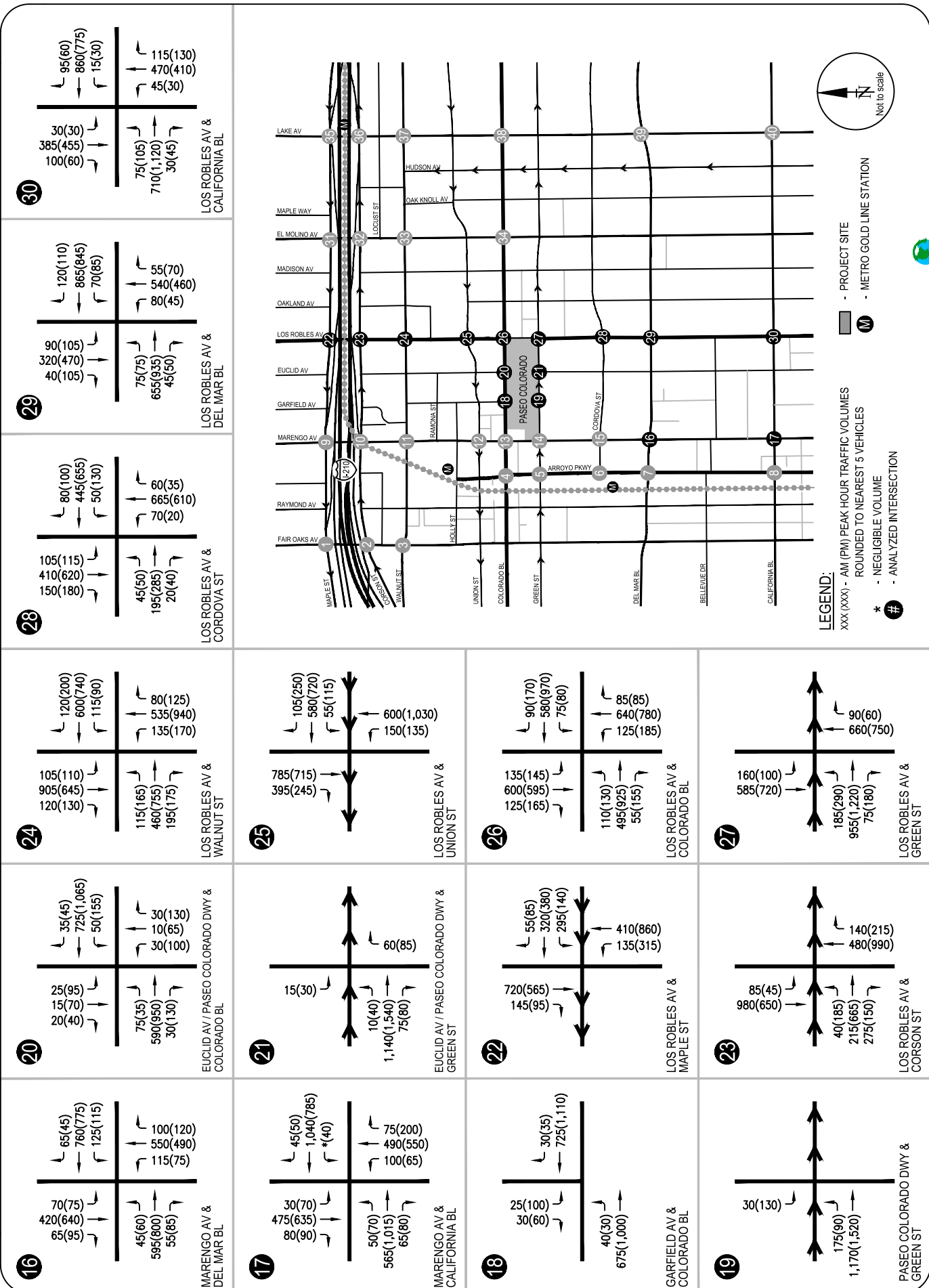
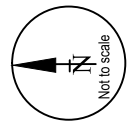
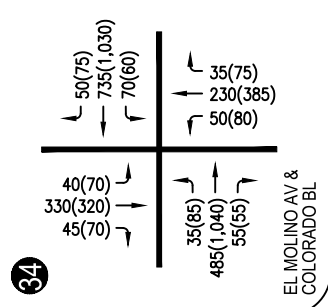
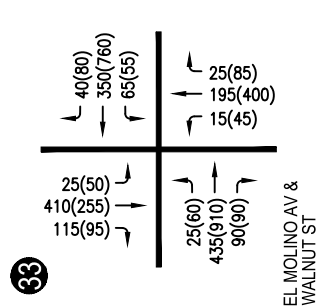
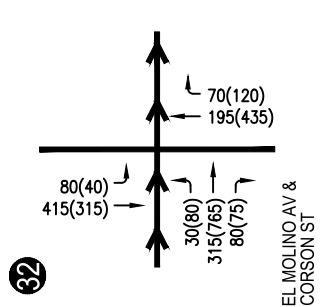
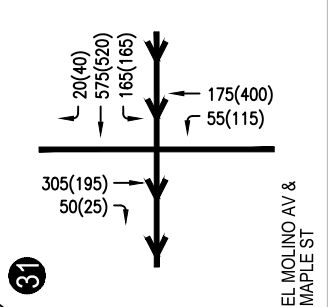
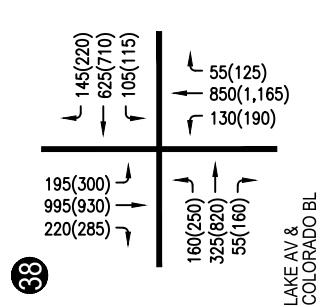
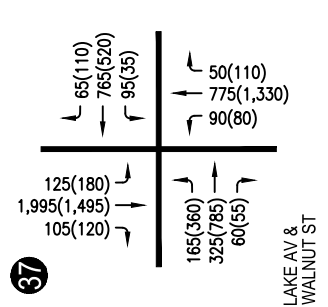
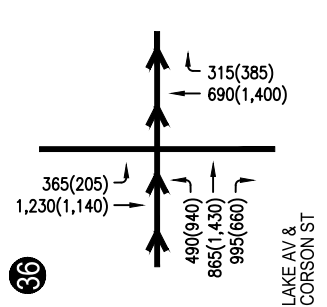
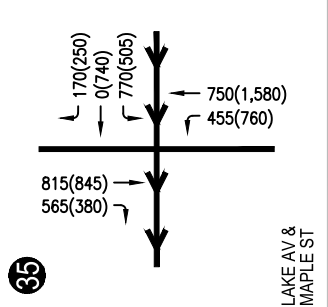
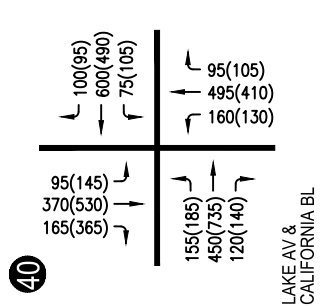
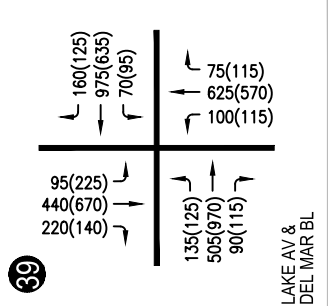
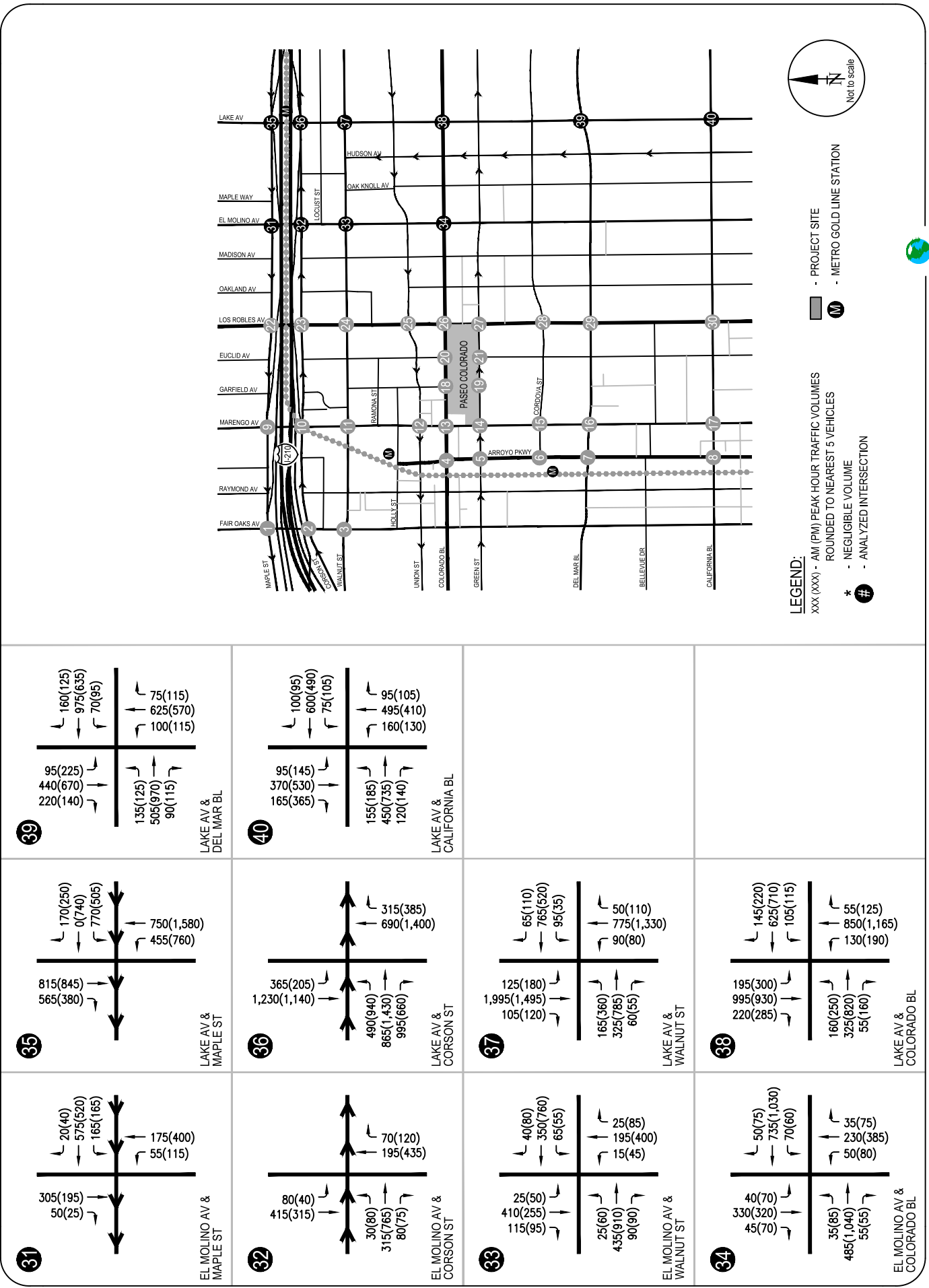


FIGURE F5 (CONTINUED)
 CUMULATIVE (2016) PLUS PROJECT (WITH MACY'S TRIP CREDITS) CONDITIONS PEAK HOUR TRAFFIC VOLUMES





LEGEND:
 XXX (XXX) - AM (PM) PEAK HOUR TRAFFIC VOLUMES
 ROUNDED TO NEAREST 5 VEHICLES
 * - NEGLIGIBLE VOLUME
 # - ANALYZED INTERSECTION

- PROJECT SITE
 - METRO GOLD LINE STATION

FIGURE F5 (CONTINUED)
 CUMULATIVE (2016) PLUS PROJECT (WITH MACY'S TRIP CREDITS) CONDITIONS PEAK HOUR TRAFFIC VOLUMES



RAJU Associates, Inc.

Table F3 indicates, for example, that a project would have a significant impact at an intersection if the intersection is operating at a LOS A and the incremental change in V/C ratio due to the proposed project is 0.06 or greater. Similarly, the sliding scale criteria indicates that a project would have a significant impact at an intersection if the incremental increase in the V/C ratio is 0.01 or greater when the intersection is operating at a LOS F.

Baseline (2013) Traffic Conditions

The Baseline (2013) without Project peak hour traffic volumes were analyzed at each of the study intersections to determine the V/C ratio and corresponding level of service. Table F4 presents the results of the Baseline (2013) traffic analysis. As indicated in the table, 39 of the 40 analyzed intersections are projected to operate at LOS C or better during the morning peak hour. During the evening peak hour, 38 of the 40 analyzed intersections are projected to operate at LOS C or better. The remaining intersections projected to operate at LOS E as listed below:

- Arroyo Parkway/California Boulevard – PM Peak Hour: LOS E
- Lake Avenue/Maple Street – AM Peak Hour: LOS E
- Lake Avenue/California Boulevard – PM Peak Hour: LOS E

Capacity calculation worksheets for Baseline (2013) conditions are attached in Appendix F1.

Baseline (2013) Plus Project (with Macy's trip credits) Traffic Conditions

The Baseline (2013) Baseline plus Project (with Macy's trip credits) peak hour traffic volumes were analyzed at each of the study intersections to determine the V/C ratio and corresponding level of service. The results of this analysis are similar to Baseline conditions and are summarized on Table F4.

Capacity calculation worksheets for Baseline (2013) plus Project (with Macy's trip credits) conditions are attached in Appendix F2.

**TABLE F4
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - WITH MACY'S TRIP CREDITS**

Map #	INTERSECTION	Peak Hour	Baseline (2013) Conditions		Baseline (2013) Plus Project Conditions		Project Increase in V/C	Significant Impact	Future (2016) Pre-Project w/Ambient Growth [1]		Cumulative (2016) without Project Conditions [2]		Cumulative (2016) Plus Project - Conditions [3]		Project Increase in V/C	Significant Impact
			V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS	V/C	LOS		
1	Fair Oaks Avenue & Maple Street	AM	0.641	B	0.640	B	-0.001	No	0.678	B	0.735	C	0.735	C	0.000	No
		PM	0.656	B	0.650	B	-0.006	No	0.668	B	0.723	C	0.719	C	-0.004	No
2	Fair Oaks Avenue & Corson Street	AM	0.564	A	0.564	A	0.000	No	0.580	A	0.622	B	0.623	B	0.001	No
		PM	0.635	B	0.631	A	-0.004	No	0.639	B	0.710	C	0.705	C	-0.005	No
3	Fair Oaks Avenue & Walnut Street	AM	0.624	B	0.624	B	0.000	No	0.644	B	0.741	C	0.740	C	-0.001	No
		PM	0.755	C	0.753	C	-0.002	No	0.772	C	0.906	E	0.904	E	-0.002	No
4	Arroyo Parkway & Colorado Boulevard	AM	0.408	A	0.412	A	0.004	No	0.418	A	0.490	A	0.493	A	0.003	No
		PM	0.636	B	0.640	B	0.004	No	0.640	B	0.739	C	0.743	C	0.004	No
5	Arroyo Parkway & Green Street	AM	0.336	A	0.336	A	0.000	No	0.343	A	0.387	A	0.387	A	0.000	No
		PM	0.464	A	0.466	A	0.002	No	0.465	A	0.522	A	0.525	A	0.003	No
6	Arroyo Parkway & Cordova Street	AM	0.376	A	0.376	A	0.000	No	0.383	A	0.426	A	0.425	A	-0.001	No
		PM	0.491	A	0.484	A	-0.007	No	0.492	A	0.560	A	0.554	A	-0.006	No
7	Arroyo Parkway & Del Mar Boulevard	AM	0.629	B	0.628	B	-0.001	No	0.649	B	0.707	C	0.706	C	-0.001	No
		PM	0.781	C	0.776	C	-0.005	No	0.798	C	0.894	D	0.890	D	-0.004	No
8	Arroyo Parkway & California Boulevard [4]	AM	0.717	C	0.717	C	0.000	No	0.742	C	0.806	D	0.805	D	-0.001	No
		PM	0.964	E	0.957	E	-0.007	No	0.987	E	1.067	F	1.059	F	-0.008	No
9	Marengo Avenue & Maple Street	AM	0.607	B	0.608	B	0.001	No	0.627	B	0.673	B	0.673	B	0.000	No
		PM	0.586	A	0.581	A	-0.005	No	0.595	A	0.662	B	0.657	B	-0.005	No
10	Marengo Avenue & Corson Street	AM	0.545	A	0.544	A	-0.001	No	0.561	A	0.602	B	0.601	B	-0.001	No
		PM	0.534	A	0.531	A	-0.003	No	0.541	A	0.595	A	0.593	A	-0.002	No
11	Marengo Avenue & Walnut Street	AM	0.724	C	0.726	C	0.002	No	0.747	C	0.811	D	0.812	D	0.001	No
		PM	0.705	C	0.702	C	-0.003	No	0.716	C	0.806	D	0.803	D	-0.003	No
12	Marengo Avenue & Union Street	AM	0.427	A	0.428	A	0.001	No	0.435	A	0.481	A	0.482	A	0.001	No
		PM	0.521	A	0.517	A	-0.004	No	0.522	A	0.593	A	0.588	A	-0.005	No
13	Marengo Avenue & Colorado Boulevard	AM	0.486	A	0.492	A	0.006	No	0.496	A	0.555	A	0.560	A	0.005	No
		PM	0.622	B	0.613	B	-0.009	No	0.613	B	0.728	C	0.714	C	-0.014	No
14	Marengo Avenue & Green Street	AM	0.512	A	0.519	A	0.007	No	0.523	A	0.569	A	0.575	A	0.006	No
		PM	0.549	A	0.516	A	-0.033	No	0.516	A	0.592	A	0.571	A	-0.021	No
15	Marengo Avenue & Cordova Street	AM	0.607	B	0.598	A	-0.009	No	0.618	B	0.671	B	0.663	B	-0.008	No
		PM	0.665	B	0.661	B	-0.004	No	0.667	B	0.739	C	0.736	C	-0.003	No
16	Marengo Avenue & Del Mar Boulevard	AM	0.665	B	0.658	B	-0.007	No	0.681	B	0.739	C	0.733	C	-0.006	No
		PM	0.769	C	0.761	C	-0.008	No	0.778	C	0.858	D	0.850	D	-0.008	No
17	Marengo Avenue & California Boulevard	AM	0.725	C	0.722	C	-0.003	No	0.747	C	0.790	C	0.786	C	-0.004	No
		PM	0.787	C	0.776	C	-0.011	No	0.798	C	0.868	D	0.857	D	-0.011	No
18	Garfield Avenue & Colorado Boulevard	AM	0.296	A	0.300	A	0.004	No	0.300	A	0.348	A	0.352	A	0.004	No
		PM	0.426	A	0.416	A	-0.010	No	0.410	A	0.513	A	0.503	A	-0.010	No
19	Garfield Avenue & Green Street	AM	0.301	A	0.283	A	-0.018	No	0.298	A	0.334	A	0.316	A	-0.018	No
		PM	0.456	A	0.380	A	-0.076	No	0.413	A	0.489	A	0.414	A	-0.075	No
20	Euclid Avenue & Colorado Boulevard	AM	0.343	A	0.344	A	0.001	No	0.337	A	0.393	A	0.395	A	0.002	No
		PM	0.616	B	0.555	A	-0.061	No	0.506	A	0.683	B	0.623	B	-0.060	No
21	Euclid Avenue & Green Street	AM	0.290	A	0.292	A	0.002	No	0.289	A	0.320	A	0.323	A	0.003	No
		PM	0.401	A	0.375	A	-0.026	No	0.365	A	0.433	A	0.407	A	-0.026	No
22	Los Robles Avenue & Maple Street	AM	0.552	A	0.554	A	0.002	No	0.570	A	0.627	B	0.628	B	0.001	No
		PM	0.576	A	0.572	A	-0.004	No	0.584	A	0.661	B	0.657	B	-0.004	No

TABLE F4 (continued)
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - WITH MACY'S TRIP CREDITS

Map #	INTERSECTION	Peak Hour	Baseline (2013) Conditions		Baseline (2013) Plus Project Conditions		Project Increase in V/C	Significant Impact	Future (2016) Pre-Project w/Ambient Growth [1]		Cumulative (2016) without Project Conditions [2]		Cumulative (2016) Plus Project - Conditions [3]		Project Increase in V/C	Significant Impact
			V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS	V/C	LOS		
23	Los Robles Avenue & Corson Street	AM	0.503	A	0.503	A	0.000	No	0.518	A	0.550	A	0.550	A	0.000	No
		PM	0.628	B	0.626	B	-0.002	No	0.649	B	0.714	C	0.712	C	-0.002	No
24	Los Robles Avenue & Walnut Street	AM	0.622	B	0.623	B	0.001	No	0.642	B	0.721	C	0.722	C	0.001	No
		PM	0.697	B	0.688	B	-0.009	No	0.708	C	0.823	D	0.814	D	-0.009	No
25	Los Robles Avenue & Union Street	AM	0.473	A	0.473	A	0.000	No	0.486	A	0.532	A	0.532	A	0.000	No
		PM	0.497	A	0.489	A	-0.008	No	0.500	A	0.557	A	0.549	A	-0.008	No
26	Los Robles Avenue & Colorado Boulevard	AM	0.518	A	0.518	A	0.000	No	0.525	A	0.605	B	0.605	B	0.000	No
		PM	0.669	B	0.651	B	-0.018	No	0.650	B	0.795	C	0.776	C	-0.019	No
27	Los Robles Avenue & Green Street	AM	0.525	A	0.526	A	0.001	No	0.542	A	0.600	A	0.601	B	0.001	No
		PM	0.567	A	0.566	A	-0.001	No	0.576	A	0.638	B	0.637	B	-0.001	No
28	Los Robles Avenue & Cordova Street	AM	0.502	A	0.501	A	-0.001	No	0.515	A	0.557	A	0.556	A	-0.001	No
		PM	0.556	A	0.533	A	-0.023	No	0.647	B	0.618	B	0.606	B	-0.012	No
29	Los Robles Avenue & Del Mar Boulevard	AM	0.719	C	0.719	C	0.000	No	0.742	C	0.805	D	0.804	D	-0.001	No
		PM	0.690	B	0.686	B	-0.004	No	0.702	C	0.778	C	0.774	C	-0.004	No
30	Los Robles Avenue & California Boulevard	AM	0.679	B	0.677	B	-0.002	No	0.700	B	0.749	C	0.746	C	-0.003	No
		PM	0.692	B	0.686	B	-0.006	No	0.707	C	0.768	C	0.762	C	-0.006	No
31	El Molino Avenue & Maple Street	AM	0.406	A	0.406	A	0.000	No	0.418	A	0.461	A	0.460	A	-0.001	No
		PM	0.473	A	0.469	A	-0.004	No	0.476	A	0.552	A	0.549	A	-0.003	No
32	El Molino Avenue & Corson Street	AM	0.330	A	0.329	A	-0.001	No	0.337	A	0.387	A	0.388	A	0.001	No
		PM	0.562	A	0.553	A	-0.009	No	0.567	A	0.656	B	0.648	B	-0.008	No
33	El Molino Avenue & Walnut Street	AM	0.546	A	0.546	A	0.000	No	0.564	A	0.670	B	0.670	B	0.000	No
		PM	0.573	A	0.572	A	-0.001	No	0.587	A	0.771	C	0.769	C	-0.002	No
34	El Molino Avenue & Colorado Boulevard	AM	0.467	A	0.465	A	-0.002	No	0.478	A	0.614	B	0.611	B	-0.003	No
		PM	0.612	B	0.604	B	-0.008	No	0.612	B	0.819	D	0.814	D	-0.005	No
35	Lake Avenue & Maple Street	AM	0.908	E	0.908	E	0.000	No	0.945	E	0.978	E	0.977	E	-0.001	No
		PM	0.767	C	0.766	C	-0.001	No	0.790	C	0.869	D	0.867	D	-0.002	No
36	Lake Avenue & Corson Street	AM	0.603	B	0.604	B	0.001	No	0.624	B	0.659	B	0.661	B	0.002	No
		PM	0.768	C	0.765	C	-0.003	No	0.790	C	0.846	D	0.841	D	-0.005	No
37	Lake Avenue & Walnut Street	AM	0.777	C	0.777	C	0.000	No	0.808	D	0.862	D	0.861	D	-0.001	No
		PM	0.678	B	0.677	B	-0.001	No	0.698	B	0.770	C	0.769	C	-0.001	No
38	Lake Avenue & Colorado Boulevard	AM	0.670	B	0.668	B	-0.002	No	0.690	B	0.751	C	0.749	C	-0.002	No
		PM	0.722	C	0.718	C	-0.004	No	0.735	C	0.890	D	0.885	D	-0.005	No
39	Lake Avenue & Del Mar Boulevard	AM	0.668	B	0.667	B	-0.001	No	0.692	B	0.727	C	0.726	C	-0.001	No
		PM	0.705	C	0.703	C	-0.002	No	0.728	C	0.778	C	0.775	C	-0.003	No
40	Lake Avenue & California Boulevard	AM	0.790	C	0.790	C	0.000	No	0.819	D	0.856	D	0.856	D	0.000	No
		PM	0.930	E	0.924	E	-0.006	No	0.955	E	0.988	E	0.983	E	-0.005	No

[1] Per City of Pasadena traffic study guidelines, an intermediate scenario was evaluated.
[2] Represents Future (2016) Pre-Project w/Ambient Growth and Related Project conditions.
[3] Represents Future (2016) with Project conditions.
[4] Los Angeles County Congestion Management Program (CMP) Arterial Monitoring Location.

Cumulative (2016) without Project Traffic Conditions

The Cumulative (2016) without Proposed Project (with Macy's trip credits) peak hour traffic volumes were analyzed at each of the studied intersections to determine the volume to capacity (V/C) ratio and corresponding level of service. Table F4 also presents the results of the Year 2016 Cumulative without Project traffic analysis. As indicated in the table, 39 of the 40 analyzed intersections are projected to operate at LOS D or better during the morning peak hour. During the evening peak hour, 37 of the 40 analyzed intersections are projected to operate at LOS D or better. The remaining intersections are projected to operate at LOS E or F as listed below:

- Fair Oaks Avenue/Walnut Street – PM Peak Hour: LOS E
- Arroyo Parkway/California Boulevard – PM Peak Hour: LOS F
- Lake Avenue/Maple Street – AM Peak Hour: LOS E
- Lake Avenue/California Boulevard – PM Peak Hour: LOS E

ICU Worksheets for Cumulative (2016) without Project (with Macy's trip credits) conditions are attached in Appendix F3.

Cumulative (2016) Plus Project (with Macy's trip credits) Traffic Conditions

The Cumulative (2016) plus Project (with Macy's trip credits) peak hour traffic volumes were analyzed to determine the volume to capacity (V/C) ratio and LOS at each of the studied intersections. The results of this analysis are also summarized on Table F4.

ICU Worksheets for Cumulative (2016) plus Project conditions are attached in Appendix F4.

Per the City of Pasadena traffic study guidelines, intermediate traffic scenarios were also evaluated for the Project. This intermediate scenario includes Future Pre-Project with Ambient Growth. The results of this analysis are also included in Table F4. ICU worksheets for this intermediate scenario are included in Appendix J of the traffic study.

Impacts of Project with Trip Credits for Demolition of Macy's Department Store

Using the specified significant impact criteria for intersections per City of Pasadena Traffic Study Guidelines, the traffic impacts at the analyzed locations were determined. Table F4 identifies the

individual impacts during both AM and PM peak hours at each of the analysis locations. As indicated in table, the Proposed Project does not trigger the thresholds at any of the analyzed intersections during both the morning and evening peak hours under baseline and future conditions. No significant impacts would occur due to the Proposed Project.

ROADWAY SEGMENT ANALYSIS

The roadway segment analysis assesses potential neighborhood traffic intrusion impacts as a result of the Proposed Project.

Roadway Segment Baseline (2013) Traffic Volumes

At the time when the existing (2013) traffic counts were collected, the existing department store (retail use) and other retail uses at the Paseo Colorado Center were vacant. Therefore, daily traffic associated with this vacant use was determined (based on the trip generation included in Table F2) and added to the existing (2013) traffic counts to obtain the baseline traffic forecast. Table F5 summarizes the Baseline (2013) daily traffic volumes on the analyzed street segments.

Street Segment Impact Thresholds

The City of Pasadena has established specific threshold criteria for project impacts to any street segment. These thresholds are described in Table F6. Baseline (2013) daily traffic is compared to the Baseline (2013) plus Project traffic volumes and the percent (%) increase due to the proposed project's traffic is determined. The City's traffic study guidelines call for specific traffic measure requirements ranging from staff review and conditions, to extensive physical measures and consideration of alternatives to project, based on percent increase due to the proposed project.

Baseline Plus Project (with Macys Trip Credits) Traffic Estimates and Assessment of Significant Impacts

Based on the daily distribution assumptions and the daily trip generation estimates for the Proposed Project (with Macy's trip credits), daily traffic estimates of net project-only trips were developed. The resulting project-only daily traffic estimates on the analyzed street segments is summarized in Table F5 and listed below:

**TABLE F5
STREET SEGMENT ANALYSIS - WITH MACY'S TRIP CREDITS**

Street Segment	Average Daily Traffic				Required Multi-Modal Measure
	Existing (2013) Baseline	Project	Existing (2013) Plus Project	% Change	
Marengo Avenue between Corson Street & Walnut Street	19,774	-153	19,621	-0.8%	Staff review and conditions.
Marengo Avenue between Walnut Street & Holly Street	19,664	-137	19,527	-0.7%	Staff review and conditions.
Marengo Avenue between Cordova Street & Del Mar Boulevard	14,020	-391	13,629	-2.8%	Staff review and conditions.
Marengo Avenue between Del Mar Boulevard & California Boulevard	15,043	-355	14,688	-2.4%	Staff review and conditions.
Euclid Avenue between Corson Street & Walnut Street	2,896	-56	2,840	-1.9%	Staff review and conditions.
Euclid Avenue between Cordova Street & Del Mar Boulevard	2,546	14	2,560	0.5%	Staff review and conditions.
Los Robles Avenue between Walnut Street & Union Street	21,170	-257	20,913	-1.2%	Staff review and conditions.
Los Robles Avenue between Colorado Boulevard & Green Street	18,377	-310	18,067	-1.7%	Staff review and conditions.
Los Robles Avenue between Cordova Street & Del Mar Boulevard	14,120	-330	13,790	-2.3%	Staff review and conditions.
Los Robles Avenue between Del Mar Boulevard & California Boulevard	13,091	-184	12,907	-1.4%	Staff review and conditions.
El Molino Avenue between Walnut Street & Union Street	7,255	-32	7,223	-0.4%	Staff review and conditions.
El Molino Avenue between Del Mar Boulevard & California Boulevard	5,602	-24	5,578	-0.4%	Staff review and conditions.
Walnut Street between Raymond Avenue & Marengo Avenue	12,264	-149	12,115	-1.2%	Staff review and conditions.
Union Street between Garfield Avenue & Euclid Avenue	8,118	-92	8,026	-1.1%	Staff review and conditions.
Union Street between Oak Knoll Avenue & Hudson Avenue	7,065	-9	7,056	-0.1%	Staff review and conditions.
Colorado Boulevard between Arroyo Parkway & Marengo Avenue	21,594	-107	21,487	-0.5%	Staff review and conditions.
Colorado Boulevard between Marengo Avenue & Garfield Avenue	22,016	-399	21,617	-1.8%	Staff review and conditions.
Colorado Boulevard between Euclid Avenue & Los Robles Avenue	22,413	-743	21,670	-3.3%	Staff review and conditions.
Colorado Boulevard between Los Robles Avenue & Oakland Avenue	22,172	-395	21,777	-1.8%	Staff review and conditions.
Green Street between Arroyo Parkway & Marengo Avenue	13,598	-442	13,156	-3.3%	Staff review and conditions.
Green Street between Marengo Avenue & Euclid Avenue	13,172	-896	12,276	-6.8%	Staff review and conditions.
Green Street between Euclid Avenue & Los Robles Avenue	13,083	-778	12,305	-5.9%	Staff review and conditions.
Green Street between Los Robles Avenue & Oakland Avenue	9,065	90	9,155	1.0%	Staff review and conditions.
Green Street between Oakland Avenue & Madison Avenue	8,807	90	8,897	1.0%	Staff review and conditions.
Cordova Street between Los Robles Avenue & Oakland Avenue	10,180	-46	10,134	-0.5%	Staff review and conditions.

**TABLE F6
STREET SEGMENT THRESHOLDS [1]**

Traffic Growth on Street Segments	Required Multi-Modal 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 measures required
5.0% - 7.4% Daily Traffic Growth	- Initial study required - Soft measures required - Physical improvements may be required
7.5% + Daily Traffic Growth	- Initial study required - Soft measures required - Extensive physical improvements may be required - Project alternatives may be considered

[1] Source: *Transportation Impact Review Current Practice & Guidelines*, City of Pasadena Transportation Planning & Development Division, Department of Transportation

- Marengo Avenue between Corson Street and Walnut Street: -153 daily trips
- Marengo Avenue between Walnut Street and Holly Street: -137 daily trips
- Marengo Avenue between Cordova Street and Del Mar Boulevard: -391 daily trips
- Marengo Avenue between Del Mar Boulevard and California Street: -355 daily trips
- Euclid Avenue between Corson Street and Walnut Street: -56 daily trips
- Euclid Avenue between Cordova Street and Del Mar Boulevard: 14 daily trips
- Los Robles Avenue between Walnut Street and Union Street: -257 daily trips
- Los Robles Avenue between Colorado Boulevard and Green Street: -310 daily trips
- Los Robles Avenue between Cordova Street and Del Mar Boulevard: -330 daily trips
- Los Robles Avenue between Del Mar Boulevard and California Boulevard: -184 daily trips
- El Molino Avenue between Walnut Street and Union Street: -32 daily trips
- El Molino Avenue between Del Mar Boulevard and California Boulevard: -24 daily trips
- Walnut Street between Raymond Avenue and Marengo Avenue: -149 daily trips
- Union Street between Garfield Avenue and Euclid Avenue: -92 daily trips
- Union Street between Oak Knoll Avenue and Hudson Avenue: -9 daily trips
- Colorado Boulevard between Arroyo Parkway and Marengo Avenue: -107 daily trips
- Colorado Boulevard between Marengo Avenue and Garfield Avenue: -399 daily trips
- Colorado Boulevard between Euclid Avenue and Los Robles Avenue: -743 daily trips
- Colorado Boulevard between Los Robles Avenue and Oakland Avenue: -395 daily trips
- Green Street between Arroyo Parkway and Marengo Avenue: -442 daily trips
- Green Street between Marengo Avenue and Euclid Avenue: -896 daily trips
- Green Street between Euclid Avenue and Los Robles Avenue: -778 daily trips
- Green Street between Los Robles Avenue and Oakland Avenue: 90 daily trips
- Green Street between Oakland Avenue and Madison Avenue: 90 daily trips
- Cordova Street between Los Robles Avenue and Oakland Avenue: -46 daily trips

The daily traffic volumes resulting from the addition of trips generated by the Proposed Project (with Macy's trip credits) to the existing daily traffic counts and the associated street segment impact analysis of the Proposed Project are also included in Table F5.

From Table F5, it can be observed that the Proposed Project (with Macy's trip credits) would increase the daily traffic on three of the analyzed roadway segments: Euclid Avenue between Cordova Street and Del Mar Boulevard would have an increase of 0.5%, Green Street between Los Robles Avenue and Oakland Avenue would have an increase of 1%, and Green Street between Oakland Avenue and Madison Avenue would have an increase of 1%. The Proposed

Data Collection

The data and information required to perform multimodal level of service analysis was based on field surveys, intersection peak hour traffic counts, and transit information from the Los Angeles Metro, Foothill Transit, LADOT and Pasadena ARTS websites. Some parameters were estimated using standard defaults and engineering judgment. The assumptions and parameters are included in Appendix F5.

Segment LOS Analysis

The street segment levels of service parameters for each of the three modes along the study locations were calculated. The multimodal methodology reports segment scores for each mode by direction. Tables F8 summarizes the results of the multimodal analysis for baseline (2013) and future (2016) conditions, and reports the Segment LOS score by direction for each segment during both the morning and evening peak hours.

As indicated in Table F8, for the transit mode, 7 of the 12 street segments in one or both directions have a LOS score of LOS D or better during the morning and evening peak hours under baseline and future conditions with and without the project (with Macy's trip credits). The remaining analyzed segments do not have any transit service or bus stops within them. They include the following:

- Marengo Avenue between Union Street and Colorado Boulevard – Southbound Direction
- Marengo Avenue between Colorado Boulevard and Green Street - Southbound Direction
- Marengo Avenue between Green Street and Cordova Street – Both Directions
- Green Street, segments between Marengo Avenue and Los Robles Avenue – Both Directions

The Pedestrian LOS score along the 12 segments in both directions is LOS D during the morning and evening peak hours under baseline and future conditions with and without the project (with Macy's trip credits).

The nearest CMP mainline freeway monitoring locations adjacent to the Project site are the I-210 Freeway west of SR-134 and at Rosemead Boulevard. Based on the incremental Project trip generation estimates, the Proposed Project will not add 150 or more new trips per hour to these locations in either direction. Therefore, no further analysis of CMP freeway monitoring stations is required.

MULTIMODAL LEVEL OF SERVICE (MMLOS) ANALYSIS

This section presents an assessment of Multimodal Level of Service (MMLOS) analyses along Colorado Boulevard, Los Robles Avenue, Green Street and Marengo Avenue adjacent to the Project site under baseline and future cumulative conditions with and without the Project (with Macy's trip credits). The MMLOS analysis involves the evaluation of the following modes of travel: Transit, Bicycle, and Pedestrian. MMLOS was developed to determine the levels of service for Transit, Bicycle, and Pedestrian modes on urban streets, with respect to the interaction among the modes. The MMLOS analyses were conducted at the following locations:

Intersections

- Marengo Avenue/Union Street
- Marengo Avenue/Colorado Boulevard
- Marengo Avenue/Green Street
- Marengo Avenue/Cordova Street
- Garfield Avenue/Colorado Boulevard
- Paseo Colorado Driveway/Green Street
- Euclid Avenue/Colorado Boulevard
- Euclid Avenue/Green Street
- Los Robles Avenue/Union Street
- Los Robles Avenue/Colorado Boulevard
- Los Robles Avenue/Green Street
- Los Robles Avenue/Cordova Street

Street Segments

- Colorado Boulevard between Marengo Avenue and Garfield Avenue
- Colorado Boulevard between Garfield Avenue and Euclid Avenue
- Colorado Boulevard between Euclid Avenue and Los Robles Avenue
- Green Street between Marengo Avenue and Paseo Colorado Driveway

- Green Street between Paseo Colorado Driveway and Euclid Avenue
- Green Street between Euclid Avenue and Los Robles Avenue
- Marengo Avenue between Union Street and Colorado Boulevard
- Marengo Avenue between Colorado Boulevard and Green Street
- Marengo Avenue between Green Street and Cordova Street
- Los Robles Avenue between Union Street and Colorado Boulevard
- Los Robles Avenue between Colorado Boulevard and Green Street
- Los Robles Avenue between Green Street and Cordova Street

A brief description of the methodology, data collection, and analysis is presented in the following section.

Multimodal Level of Service Methodology

This analysis was conducted in accordance with the procedures and methodology found in the multimodal analysis chapter in the *Highway Capacity Manual (HCM) 2010* which is based on the National Cooperative Highway Research Project (NCHRP) 3-70 and *NCHRP Report 616: Multimodal Level of Service for Urban Streets*, Transportation Research Board, 2008. The analysis was conducted using “CompleteStreetsLOS”, a multimodal analysis software, developed by Kittelson & Associates. The LOS for each mode is determined using scores calculated using different equations. Pedestrian and bicycle modes are analyzed for both intersection and segment scores which are performed in two separate calculations for each mode. Transit mode only has calculations associated with segment scores. HCM 2010 methodology did not develop specific methods for estimating transit level of service. The transit mode is better captured at the segment level rather than at each intersection. There are two scores reported for each segment, a link score and segment score. The link score excludes the effects of the intersection, while the segment score combines the effects of the link and intersection. The scores are calculated using the equations and methodology consistent with the HCM 2010 and assigned a letter grade based on the threshold values shown in Table F7.

**TABLE F7
MMLOS THRESHOLD VALUES FOR EACH LOS GRADE**

Transit, Pedestrian and Bicycle LOS Table [1]

LOS MODEL OUTPUTS	LOS LETTER GRADE
Model Score \leq 2.00	A
2.00 < Model Score \leq 2.75	B
2.75 < Model Score \leq 3.50	C
3.50 < Model Score \leq 4.25	D
4.25 < Model Score \leq 5.00	E
Model Score > 5.00	F

[1] Source: NCHRP Report 616, Transportation Research Board

Data Collection

The data and information required to perform multimodal level of service analysis was based on field surveys, intersection peak hour traffic counts, and transit information from the Los Angeles Metro, Foothill Transit, LADOT and Pasadena ARTS websites. Some parameters were estimated using standard defaults and engineering judgment. The assumptions and parameters are included in Appendix O of the traffic study.

Segment LOS Analysis

The street segment levels of service parameters for each of the three modes along the study locations were calculated. The multimodal methodology reports segment scores for each mode by direction. Tables F8 summarizes the results of the multimodal analysis for baseline (2013) and future (2016) conditions, and reports the Segment LOS score by direction for each segment during both the morning and evening peak hours.

As indicated in Table F8, for the transit mode, 7 of the 12 street segments in one or both directions have a LOS score of LOS D or better during the morning and evening peak hours under baseline and future conditions with and without the project (with Macy's trip credits). The remaining analyzed segments do not have any transit service or bus stops within them. They include the following:

- Marengo Avenue between Union Street and Colorado Boulevard – Southbound Direction
- Marengo Avenue between Colorado Boulevard and Green Street - Southbound Direction
- Marengo Avenue between Green Street and Cordova Street – Both Directions
- Green Street, segments between Marengo Avenue and Los Robles Avenue – Both Directions

The Pedestrian LOS score along the 12 segments in both directions is LOS D during the morning and evening peak hours under baseline and future conditions with and without the project (with Macy's trip credits).

**TABLE F8
MULTIMODAL LEVEL OF SERVICE SUMMARY - STREET SEGMENTS
BASELINE AND FUTURE CONDITIONS - WITH MACY'S TRIP CREDITS**

Segment	Mode	Direction	Baseline (2013) Conditions		Baseline (2013) plus Project		Cumulative (2016) without Project		Cumulative (2016) Plus Project	
			Score [a]	LOS	Score [a]	LOS	Score [a]	LOS	Score [a]	LOS
Marengo Avenue Street Segments - AM Peak Hour										
Union St to Colorado Bl	Transit	NB	3.35	C	3.35	C	3.38	C	3.38	C
		SB	N/A	-	N/A	-	N/A	-	N/A	-
	Bicycle	NB	3.93	D	3.93	D	3.96	D	3.96	D
		SB	4.13	D	4.13	D	4.15	D	4.15	D
	Pedestrian	NB	3.36	C	3.36	C	3.41	C	3.41	C
SB		3.50	C	3.50	C	3.53	D	3.53	D	
Colorado Bl to Green St	Transit	NB	3.27	C	3.27	C	3.29	C	3.29	C
		SB	N/A	-	N/A	-	N/A	-	N/A	-
	Bicycle	NB	3.53	D	3.53	D	3.56	D	3.56	D
		SB	3.93	D	3.93	D	3.95	D	3.95	D
	Pedestrian	NB	3.47	C	3.47	C	3.51	D	3.51	D
SB		3.37	C	3.37	C	3.39	C	3.40	C	
Green St to Cordova St	Transit	NB	N/A	-	N/A	-	N/A	-	N/A	-
		SB	N/A	-	N/A	-	N/A	-	N/A	-
	Bicycle	NB	3.71	D	3.71	D	3.72	D	3.72	D
		SB	4.04	D	4.04	D	4.06	D	4.06	D
	Pedestrian	NB	3.50	C	3.50	C	3.54	D	3.54	D
SB		3.31	C	3.31	C	3.34	C	3.34	C	
Los Robles Avenue Street Segments - AM Peak Hour										
Union St to Colorado Bl	Transit	NB	3.31	C	3.32	C	3.33	C	3.33	C
		SB	3.44	C	3.44	C	3.46	C	3.46	C
	Bicycle	NB	3.86	D	3.87	D	3.90	D	3.90	D
		SB	3.69	D	3.69	D	3.73	D	3.73	D
	Pedestrian	NB	3.34	C	3.34	C	3.38	C	3.38	C
SB		3.58	D	3.57	D	3.63	D	3.63	D	
Colorado Bl to Green St	Transit	NB	3.79	D	3.79	D	3.81	D	3.81	D
		SB	3.77	D	3.77	D	3.79	D	3.79	D
	Bicycle	NB	3.79	D	3.79	D	3.80	D	3.80	D
		SB	3.68	D	3.68	D	3.70	D	3.70	D
	Pedestrian	NB	3.53	D	3.54	D	3.59	D	3.59	D
SB		3.52	D	3.52	D	3.55	D	3.55	D	
Green St to Cordova St	Transit	NB	3.40	C	3.40	C	3.43	C	3.43	C
		SB	3.40	C	3.39	C	3.41	C	3.41	C
	Bicycle	NB	3.38	C	3.38	C	3.40	C	3.40	C
		SB	3.89	D	3.89	D	3.92	D	3.92	D
	Pedestrian	NB	3.45	C	3.45	C	3.50	C	3.50	C
SB		3.44	C	3.44	C	3.47	C	3.47	C	
Colorado Boulevard Street Segments - AM Peak Hour										
Marengo Av to Garfield Av	Transit	WB	2.74	B	2.75	B	2.77	C	2.77	C
		EB	2.75	B	2.75	B	2.78	C	2.78	C
	Bicycle	WB	3.70	D	3.70	D	3.76	D	3.76	D
		EB	3.51	D	3.51	D	3.54	D	3.54	D
	Pedestrian	WB	3.38	C	3.39	C	3.44	C	3.45	C
EB		1.69 [b]	A	1.88 [b]	A	1.89 [b]	A	1.88 [b]	A	
Garfield Av to Euclid Av	Transit	WB	3.00	C	3.00	C	3.03	C	3.03	C
		EB	3.01	C	3.01	C	3.05	C	3.04	C
	Bicycle	WB	3.71	D	3.72	D	3.77	D	3.77	D
		EB	3.08	C	3.08	C	3.10	C	3.10	C
	Pedestrian	WB	3.14	C	3.15	C	3.21	C	3.22	C
EB		3.25	C	3.25	C	3.33	C	3.32	C	
Euclid Av to Los Robles Av	Transit	WB	2.93	C	2.93	C	2.96	C	2.96	C
		EB	0.87	A	0.87	A	0.90	A	0.90	A
	Bicycle	WB	3.72	D	3.71	D	3.77	D	3.77	D
		EB	3.49	C	3.49	C	3.53	D	3.53	D
	Pedestrian	WB	3.32	C	3.31	C	3.39	C	3.39	C
EB		3.31	C	3.32	C	3.40	C	3.40	C	
Green Street Street Segments - AM Peak Hour										
Marengo Av to Garfield Av	Transit	EB	N/A	-	N/A	-	N/A	-	N/A	-
	Bicycle	EB	3.55	D	3.55	D	3.57	D	3.57	D
	Pedestrian	EB	2.43 [b]	B	2.42 [b]	B	2.55 [b]	B	2.54 [b]	B
Garfield Av to Euclid Av	Transit	EB	N/A	-	N/A	-	N/A	-	N/A	-
	Bicycle	EB	3.56	D	3.56	D	3.59	D	3.59	D
	Pedestrian	EB	3.27	C	3.27	C	3.32	C	3.32	C
Euclid Av to Los Robles Av	Transit	EB	N/A	-	N/A	-	N/A	-	N/A	-
	Bicycle	EB	4.06	D	4.07	D	4.11	D	4.11	D
	Pedestrian	EB	3.43	C	3.43	C	3.47	C	3.47	C

TABLE F8 (continued)
MULTIMODAL LEVEL OF SERVICE SUMMARY - STREET SEGMENTS
BASELINE AND FUTURE CONDITIONS - WITH MACY'S TRIP CREDITS

Segment	Mode	Direction	Baseline (2013) Conditions		Baseline (2013) plus Project		Cumulative (2016) without Project		Cumulative (2016) Plus Project	
			Score [a]	LOS	Score [a]	LOS	Score [a]	LOS	Score [a]	LOS
Marengo Avenue Street Segments - PM Peak Hour										
Union St to Colorado Bl	Transit	NB	3.35	C	3.35	C	3.38	C	3.38	C
		SB	N/A	-	N/A	-	N/A	-	N/A	-
	Bicycle	NB	3.93	D	3.93	D	3.96	D	3.96	D
		SB	4.17	D	4.16	D	4.20	D	4.19	D
	Pedestrian	NB	3.40	C	3.40	C	3.46	C	3.46	C
SB		3.56	D	3.56	D	3.60	D	3.60	D	
Colorado Bl to Green St	Transit	NB	3.30	C	3.30	C	3.32	C	3.32	C
		SB	N/A	-	N/A	-	N/A	-	N/A	-
	Bicycle	NB	3.56	D	3.56	D	3.59	D	3.59	D
		SB	3.95	D	3.95	D	3.97	D	3.97	D
	Pedestrian	NB	3.57	D	3.56	D	3.61	D	3.61	D
SB		3.41	C	3.41	C	3.43	C	3.43	C	
Green St to Cordova St	Transit	NB	N/A	-	N/A	-	N/A	-	N/A	-
		SB	N/A	-	N/A	-	N/A	-	N/A	-
	Bicycle	NB	3.73	D	3.72	D	3.75	D	3.74	D
		SB	4.13	D	4.14	D	4.17	D	4.17	D
	Pedestrian	NB	3.55	D	3.53	D	3.59	D	3.57	D
SB		3.42	C	3.43	C	3.45	C	3.46	C	
Los Robles Avenue Street Segments - PM Peak Hour										
Union St to Colorado Bl	Transit	NB	3.38	C	3.38	C	3.41	C	3.41	C
		SB	3.45	C	3.45	C	3.47	C	3.47	C
	Bicycle	NB	4.03	D	4.01	D	4.11	D	4.10	D
		SB	3.70	D	3.70	D	3.74	D	3.74	D
	Pedestrian	NB	3.49	C	3.48	C	3.54	D	3.54	D
SB		3.65	D	3.64	D	3.70	D	3.69	D	
Colorado Bl to Green St	Transit	NB	3.84	D	3.83	D	3.85	D	3.85	D
		SB	3.79	D	3.78	D	3.80	D	3.80	D
	Bicycle	NB	3.82	D	3.82	D	3.84	D	3.83	D
		SB	3.70	D	3.70	D	3.73	D	3.73	D
	Pedestrian	NB	3.62	D	3.61	D	3.68	D	3.67	D
SB		3.57	D	3.56	D	3.61	D	3.60	D	
Green St to Cordova St	Transit	NB	3.42	C	3.42	C	3.44	C	3.44	C
		SB	3.45	C	3.44	C	3.47	C	3.45	C
	Bicycle	NB	3.39	C	3.39	C	3.41	C	3.40	C
		SB	4.00	D	3.97	D	4.03	D	4.00	D
	Pedestrian	NB	3.47	C	3.47	C	3.52	D	3.52	D
SB		3.53	D	3.51	D	3.56	D	3.54	D	
Colorado Boulevard Street Segments - PM Peak Hour										
Marengo Av to Garfield Av	Transit	WB	2.81	C	2.81	C	2.86	C	2.86	C
		EB	2.80	C	2.80	C	2.84	C	2.84	C
	Bicycle	WB	3.88	D	3.87	D	4.01	D	3.99	D
		EB	3.56	D	3.55	D	3.58	D	3.58	D
	Pedestrian	WB	3.54	D	3.53	D	3.63	D	3.62	D
EB		2.03 [b]	B	2.03 [b]	B	2.27 [b]	B	2.27 [b]	B	
Garfield Av to Euclid Av	Transit	WB	3.05	C	3.04	C	3.09	C	3.09	C
		EB	3.08	C	3.08	C	3.12	C	3.12	C
	Bicycle	WB	3.84	D	3.83	D	3.95	D	3.94	D
		EB	3.13	C	3.13	C	3.15	C	3.15	C
	Pedestrian	WB	3.30	C	3.28	C	3.41	C	3.40	C
EB		3.48	C	3.46	C	3.55	D	3.53	D	
Euclid Av to Los Robles Av	Transit	WB	2.99	C	2.98	C	3.03	C	3.03	C
		EB	0.99	A	0.98	A	1.04	A	1.03	A
	Bicycle	WB	3.86	D	3.84	D	3.97	D	3.96	D
		EB	3.61	D	3.60	D	3.65	D	3.64	D
	Pedestrian	WB	3.46	C	3.44	C	3.54	D	3.53	D
EB		3.52	D	3.50	D	3.59	D	3.58	D	
Green Street Street Segments - PM Peak Hour										
Marengo Av to Garfield Av	Transit	EB	N/A	-	N/A	-	N/A	-	N/A	-
	Bicycle	EB	3.58	D	3.57	D	3.60	D	3.59	D
	Pedestrian	EB	2.64 [b]	B	2.59 [b]	B	2.76 [b]	B	2.71 [b]	B
Garfield Av to Euclid Av	Transit	EB	N/A	-	N/A	-	N/A	-	N/A	-
	Bicycle	EB	3.64	D	3.62	D	3.67	D	3.65	D
	Pedestrian	EB	3.40	C	3.38	C	3.43	C	3.42	C
Euclid Av to Los Robles Av	Transit	EB	N/A	-	N/A	-	N/A	-	N/A	-
	Bicycle	EB	4.19	D	4.16	D	4.25	D	4.22	D
Pedestrian	EB	3.53	D	3.51	D	3.58	D	3.56	D	

[a] Segment LOS score reported unless otherwise noted.

[b] Link LOS score reported.

N/A - Not applicable since there is no transit service or bus stops within these segments.

For the bicycle mode, all 12 of the street segments in both directions have a Bicycle LOS score of LOS D during both the morning and evening peak hours under baseline and future conditions.

It is important to note that the addition of the Project traffic did not change any of the segments LOS for any of the evaluated modes under both baseline and future cumulative without the project (with Macy's trip credits) conditions. Due to the resulting net reduction in trip generation due to the Proposed Project, many of the modes resulted in improved conditions with the Project.

The Multimodal LOS worksheets are included in Appendix F5.

Intersection LOS Analysis

The intersection scores were calculated for the pedestrian and bicycle modes for each intersection. Table F9 summarizes the results of the multimodal analysis for baseline (2013) and future (2016) conditions, and reports the worst approach LOS score for each intersection during the morning and evening peak hours.

The Pedestrian LOS score on all the study intersections is LOS C or better during the morning and evening peak hours under baseline and future conditions with and without the project (with Macy's trip credits).

The Bicycle LOS score on all the study intersections is LOS D or better during the morning and evening peak hours under baseline and future cumulative conditions with and without the project (with Macy's trip credits).

It is important to note that the addition of the Project traffic did not change any of the intersection LOS for any of the evaluated modes under both baseline and future cumulative without project conditions. Due to the resulting net reduction in trip generation due to the Proposed Project, many of the modes resulted in improved conditions with the Project.

The Multimodal LOS worksheets are included in Appendix F5.

SUMMARY OF CONCLUSIONS

This evaluation was undertaken to estimate future conditions with and without the proposed project with trip credits for the demolition of the Macy's Department Store, analyze potential traffic impacts of the proposed project, assess required improvements and recommend project mitigation to alleviate the significant traffic impacts on the transportation system. Raju Associates, Inc. has performed this detailed study and the following summarizes the results of this analysis:

- A total of 40 intersections were analyzed within the study area for this project. These locations are within the area bounded by Maple Street on the north, California Boulevard on the south, Fair Oaks Avenue on the west and Lake Avenue on the east within the City of Pasadena.
- The Project includes proposed land use changes to the Center consisting of demolition and conversion of existing uses as well as construction of a 179-room hotel, 100 multi-family dwelling units and commercial uses.
- The Paseo Colorado Redevelopment Project (Proposed Project) is estimated to generate a net total of approximately 2,371 daily trips less than that of the original Center with Macy's of which 6 trips less than that of the original Center would occur during the morning peak hour and 261 trips less than that of the original Center would occur during the evening peak hour of a typical weekday.
- In the Baseline (2013) conditions, i.e., existing conditions with the addition of the department store traffic and vacant retail uses, 39 of the 40 analyzed intersections are projected to continue to operate at LOS C during the morning peak hour. During the evening peak hour, 38 of the 40 study intersections are projected to continue to operate at LOS C or better.
- In the Cumulative (Future Year 2016) without Project conditions, i.e., future conditions without the implementation of the Proposed Project, 39 of the 40 analyzed intersections are projected to operate at LOS D during the morning peak hour. During the evening peak hour, 37 of the 40 study intersections are projected to operate at LOS D or better.
- The Baseline (2013) Plus Project conditions analyses indicate that the Proposed Project would not cause significant traffic impacts at any of the analysis locations during the weekday morning and evening peak hours.
- The Cumulative (Future Year 2016) Plus Project conditions analyses indicate that the Proposed Project would not cause significant traffic impacts at any of the analysis locations during the weekday morning and evening peak hours.

- Roadway segment analysis performed at 25 roadway segments indicates that the addition of the Proposed Project would increase the daily traffic on three of the analyzed roadway segments: Euclid Avenue between Cordova Street and Del Mar Boulevard would have an increase of 0.5%, Green Street between Los Robles Avenue and Oakland Avenue would have an increase of 1%, and Green Street between Oakland Avenue and Madison Avenue would also have an increase of 1.0%. The Proposed Project would decrease the daily traffic on the remaining analyzed roadway segments. According to the City's street segment thresholds, all of the analyzed roadway segments are subject to staff review and conditions.
- The Proposed Project would add less than 50 trips to the nearest Congestion Management Program (CMP) monitoring intersection and would add less than 150 trips in either direction to the nearest CMP mainline freeway monitoring locations during both the weekday morning and evening peak hours. Per CMP guidelines, no further CMP analysis is required.
- The results of the MMLOS analysis indicates that the evaluated intersections along Marengo Avenue, Los Robles Avenue, Colorado Boulevard and Green Street are currently operating and are projected to continue to operate at an LOS D or better for the Pedestrian and Bicycle modes during both the morning and evening peak hours under existing conditions, baseline and future conditions with and without the Project.

The results of the MMLOS analysis indicates that the evaluated street segments along Marengo Avenue, Los Robles Avenue, Colorado Boulevard and Green Street are currently operating and are projected to continue to operate at an LOS D or better for the Transit, Bicycle and Pedestrian modes during both the morning and evening peak hours under existing conditions, baseline and future conditions with and without the Project.

It can be observed from the intersection and street segment analyses that the Proposed Project would not change or worsen the levels of service of the Transit, Bicycle or Pedestrian modes for baseline and cumulative future without project conditions.

APPENDIX F1

ICU Worksheets – Baseline (2013) Conditions (with Macy’s Trip Credits)

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: FAIR OAKS AVENUE						
East/West Street: MAPLE STREET						
Scenario: BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		Left-Turn Lane: 1700 vph		Dual LT Penalty: 10 %		N-S Split Phase : N E-W Split Phase : N Lost Time (% of cycle): 10
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	420	0	0.000	N-S(1): 0.103 N-S(2): 0.403 * E-W(1): 0.138 * E-W(2): 0.137 V/C: 0.541 Lost Time: 0.100
	TH	3.00	1,169	5,100	0.312 *	
	LT	0.00	0	0	0.000	
Westbound	RT	1.00	190	1,700	0.112	V/C: 0.541 Lost Time: 0.100
	TH	2.00	466	3,400	0.137	
	LT	1.00	234	1,700	0.138 *	
Northbound	RT	0.00	0	0	0.000	ICU: 0.641 LOS: B
	TH	2.00	350	3,400	0.103	
	LT	2.00	278	3,060	0.091 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.641 LOS: B
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	390	1,700	0.229 *	N-S(1): 0.269 N-S(2): 0.371 * E-W(1): 0.121 E-W(2): 0.186 * V/C: 0.557 Lost Time: 0.100
	TH	3.00	691	3,400	0.203	
	LT	0.00	0	0	0.000	
Westbound	RT	1.00	208	1,700	0.122	V/C: 0.557 Lost Time: 0.100
	TH	2.00	632	3,400	0.186 *	
	LT	1.00	206	1,700	0.121	
Northbound	RT	0.00	0	0	0.000	ICU: 0.656 LOS: B
	TH	2.00	916	3,400	0.269	
	LT	2.00	433	3,060	0.142 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.656 LOS: B
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: FAIR OAKS AVENUE						
East/West Street: CORSON STREET						
Scenario: BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		Left-Turn Lane: 1700 vph		Dual LT Penalty: 10 %		N-S Split Phase : N E-W Split Phase : N Lost Time (% of cycle): 10
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.239 * N-S(2): 0.223 E-W(1): 0.225 * E-W(2): 0.118 V/C: 0.464 Lost Time: 0.100
	TH	3.00	1,136	5,100	0.223	
	LT	1.00	264	1,700	0.155 *	
Westbound	RT	0.00	0	0	0.000	V/C: 0.464 Lost Time: 0.100
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Northbound	RT	1.00	92	1,700	0.054	ICU: 0.564 LOS: A
	TH	3.00	426	5,100	0.084 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	342	1,700	0.201	ICU: 0.564 LOS: A
	TH	2.00	766	3,400	0.225 *	
	LT	1.00	201	1,700	0.118	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.310 * N-S(2): 0.130 E-W(1): 0.225 * E-W(2): 0.213 V/C: 0.535 Lost Time: 0.100
	TH	3.00	661	5,100	0.130	
	LT	1.00	186	1,700	0.109 *	
Westbound	RT	0.00	0	0	0.000	V/C: 0.535 Lost Time: 0.100
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Northbound	RT	1.00	256	1,700	0.151	ICU: 0.635 LOS: B
	TH	3.00	1,026	5,100	0.201 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	226	1,700	0.133	ICU: 0.635 LOS: B
	TH	2.00	765	3,400	0.225 *	
	LT	1.00	362	1,700	0.213	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: FAIR OAKS AVENUE						
East/West Street: WALNUT STREET						
Scenario: BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	105	0	0.000	N-S(1): 0.260
	TH	3.00	1,093	5,100	0.235 *	N-S(2): 0.263 *
	LT	1.00	276	1,700	0.162	E-W(1): 0.261 *
Westbound	RT	1.00	136	1,700	0.000	E-W(2): 0.109
	TH	2.00	278	3,400	0.082	
	LT	1.00	92	1,700	0.054 *	V/C: 0.524
Northbound	RT	1.00	90	1,700	0.000	Lost Time: 0.100
	TH	2.00	334	3,400	0.098	
	LT	1.00	48	1,700	0.028 *	
Eastbound	RT	0.00	85	0	0.000	ICU: 0.624
	TH	2.00	619	3,400	0.207 *	
	LT	1.00	46	1,700	0.027	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	60	0	0.000	N-S(1): 0.371 *
	TH	3.00	662	5,100	0.142	N-S(2): 0.211
	LT	1.00	207	1,700	0.122 *	E-W(1): 0.205
Westbound	RT	1.00	261	1,700	0.032	E-W(2): 0.284 *
	TH	2.00	775	3,400	0.228 *	
	LT	1.00	78	1,700	0.046	V/C: 0.655
Northbound	RT	1.00	104	1,700	0.015	Lost Time: 0.100
	TH	2.00	846	3,400	0.249 *	
	LT	1.00	117	1,700	0.069	
Eastbound	RT	0.00	65	0	0.000	ICU: 0.755
	TH	2.00	477	3,400	0.159	
	LT	1.00	95	1,700	0.056 *	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: COLORADO BOULEVARD						
Scenario: BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	8	1,700	0.000	N-S(1): 0.078
	TH	2.00	151	3,400	0.046 *	N-S(2): 0.104 *
	LT	0.00	4	1,700	0.002	E-W(1): 0.204 *
Westbound	RT	1.00	28	1,700	0.014	E-W(2): 0.116
	TH	2.00	347	3,400	0.102	
	LT	1.00	179	1,700	0.105 *	V/C: 0.308
Northbound	RT	1.00	197	1,700	0.011	Lost Time: 0.100
	TH	2.00	159	3,400	0.076	
	LT	0.00	98	1,700	0.058 *	
Eastbound	RT	0.00	48	0	0.000	ICU: 0.408
	TH	2.00	290	3,400	0.099 *	
	LT	1.00	24	1,700	0.014	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	38	1,700	0.011	N-S(1): 0.140
	TH	2.00	261	3,400	0.084 *	N-S(2): 0.182 *
	LT	0.00	23	1,700	0.014	E-W(1): 0.354 *
Westbound	RT	1.00	43	1,700	0.012	E-W(2): 0.201
	TH	2.00	647	3,400	0.190	
	LT	1.00	290	1,700	0.171 *	V/C: 0.536
Northbound	RT	1.00	220	1,700	0.000	Lost Time: 0.100
	TH	2.00	263	3,400	0.126	
	LT	0.00	167	1,700	0.098 *	
Eastbound	RT	0.00	62	0	0.000	ICU: 0.636
	TH	2.00	561	3,400	0.183 *	
	LT	1.00	19	1,700	0.011	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: GREEN STREET						
Scenario: BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.156 *
	TH	2.00	283	3,400	0.083	N-S(2): 0.083
	LT	1.00	58	1,700	0.034 *	E-W(1): 0.080 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.013
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.236
Northbound	RT	2.00	374	3,400	0.110	Lost Time: 0.100
	TH	2.00	416	3,400	0.122 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	58	0	0.000	ICU: 0.336
	TH	4.00	464	6,800	0.080 *	
	LT	0.00	22	1,700	0.013	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.186 *
	TH	2.00	556	3,400	0.164	N-S(2): 0.164
	LT	1.00	48	1,700	0.028 *	E-W(1): 0.178 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.018
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.364
Northbound	RT	2.00	261	3,400	0.077	Lost Time: 0.100
	TH	2.00	538	3,400	0.158 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	72	0	0.000	ICU: 0.464
	TH	4.00	1,105	6,800	0.178 *	
	LT	0.00	30	1,700	0.018	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: CORDOVA STREET						
Scenario: BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.175 *
	TH	2.00	320	3,400	0.094	N-S(2): 0.094
	LT	1.00	20	1,700	0.012 *	E-W(1): 0.101 *
Westbound	RT	1.00	109	1,700	0.052	E-W(2): 0.052
	TH	0.00	0	0	0.000	
	LT	2.00	310	3,060	0.101 *	V/C: 0.276
Northbound	RT	0.00	116	0	0.000	Lost Time: 0.100
	TH	3.00	716	5,100	0.163 *	
	LT	1.00	0	1,700	0.000	
Eastbound	RT	1.00	0	1,700	0.000	ICU: 0.376
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	3	0	0.000	N-S(1): 0.162
	TH	2.00	592	3,400	0.175 *	N-S(2): 0.176 *
	LT	1.00	29	1,700	0.017	E-W(1): 0.215 *
Westbound	RT	1.00	118	1,700	0.052	E-W(2): 0.052
	TH	0.00	0	0	0.000	
	LT	2.00	655	3,060	0.214 *	V/C: 0.391
Northbound	RT	0.00	116	0	0.000	Lost Time: 0.100
	TH	3.00	622	5,100	0.145	
	LT	1.00	1	1,700	0.001 *	
Eastbound	RT	1.00	3	1,700	0.001 *	ICU: 0.491
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: DEL MAR BOULEVARD						
Scenario: BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph [1]				N-S Split Phase :		N
Left-Turn Lane: 1700 vph [1]				E-W Split Phase :		N
Dual LT Penalty: 10 %				Lost Time (% of cycle):		10
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	143	1,139	0.090	N-S(1): 0.223 * N-S(2): 0.176 E-W(1): 0.289 E-W(2): 0.306 * V/C: 0.529 Lost Time: 0.100
	TH	3.00	514	5,100	0.101	
	LT	1.00	67	1,700	0.039 *	
Westbound	RT	1.00	20	1,700	0.000	V/C: 0.529 Lost Time: 0.100
	TH	2.00	616	2,278	0.270 *	
	LT	1.00	197	1,700	0.116	
Northbound	RT	0.00	174	0	0.000	ICU: 0.629 LOS: B
	TH	3.00	764	5,100	0.184 *	
	LT	1.00	85	1,139	0.075	
Eastbound	RT	1.00	87	1,139	0.002	ICU: 0.629 LOS: B
	TH	2.00	393	2,278	0.173	
	LT	1.00	41	1,139	0.036 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	240	1,139	0.169	N-S(1): 0.220 N-S(2): 0.303 * E-W(1): 0.378 * E-W(2): 0.281 V/C: 0.681 Lost Time: 0.100
	TH	3.00	982	5,100	0.193 *	
	LT	1.00	52	1,700	0.031	
Westbound	RT	1.00	33	1,700	0.000	V/C: 0.681 Lost Time: 0.100
	TH	2.00	547	2,278	0.240	
	LT	1.00	219	1,700	0.129 *	
Northbound	RT	0.00	226	0	0.000	ICU: 0.781 LOS: C
	TH	3.00	737	5,100	0.189	
	LT	1.00	125	1,139	0.110 *	
Eastbound	RT	1.00	121	1,139	0.000	ICU: 0.781 LOS: C
	TH	2.00	567	2,278	0.249 *	
	LT	1.00	47	1,139	0.041	

* = Critical Movement

[1] Capacity for approaches/movements delayed by the adjacent railroad crossing have been reduced to 1,139 vph.

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: CALIFORNIA BOULEVARD						
Scenario: BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph [1]				N-S Split Phase :		N
Left-Turn Lane: 1700 vph [1]				E-W Split Phase :		N
Dual LT Penalty: 10 %				Lost Time (% of cycle):		10
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	25	0	0.000	N-S(1): 0.238 N-S(2): 0.254 * E-W(1): 0.361 E-W(2): 0.363 * V/C: 0.617 Lost Time: 0.100
	TH	3.00	651	4,539	0.149 *	
	LT	1.00	30	1,700	0.018	
Westbound	RT	0.00	22	0	0.000	V/C: 0.617 Lost Time: 0.100
	TH	2.00	749	2,278	0.338 *	
	LT	1.00	322	1,700	0.189	
Northbound	RT	0.00	193	0	0.000	ICU: 0.717 LOS: C
	TH	3.00	930	5,100	0.220	
	LT	1.00	120	1,139	0.105 *	
Eastbound	RT	1.00	101	1,139	0.000	ICU: 0.717 LOS: C
	TH	2.00	391	2,278	0.172	
	LT	1.00	29	1,139	0.025 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	90	0	0.000	N-S(1): 0.273 N-S(2): 0.386 * E-W(1): 0.478 * E-W(2): 0.324 V/C: 0.864 Lost Time: 0.100
	TH	3.00	1,170	4,539	0.278 *	
	LT	1.00	68	1,700	0.040	
Westbound	RT	0.00	70	0	0.000	V/C: 0.864 Lost Time: 0.100
	TH	2.00	494	2,278	0.248	
	LT	1.00	278	1,700	0.164 *	
Northbound	RT	0.00	275	0	0.000	ICU: 0.964 LOS: E
	TH	3.00	913	5,100	0.233	
	LT	1.00	123	1,139	0.108 *	
Eastbound	RT	1.00	124	1,139	0.001	ICU: 0.964 LOS: E
	TH	2.00	716	2,278	0.314 *	
	LT	1.00	87	1,139	0.076	

* = Critical Movement

[1] Capacity for approaches/movements delayed by the adjacent railroad crossing have been reduced to 1,139 vph.

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: MAPLE STREET						
Scenario: BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	72	0	0.000	N-S(1): 0.058
	TH	2.00	580	3,400	0.192 *	N-S(2): 0.241 *
	LT	0.00	0	0	0.000	E-W(1): 0.266 *
Westbound	RT	0.00	55	0	0.000	E-W(2): 0.240
	TH	1.55	575	2,629	0.240	V/C: 0.507
	LT	1.45	592	2,224	0.266 *	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	ICU: 0.607
	TH	2.00	198	3,400	0.058	
	LT	1.00	83	1,700	0.049 *	
Eastbound	RT	0.00	0	0	0.000	LOS: B
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	39	0	0.000	N-S(1): 0.110
	TH	2.00	282	3,400	0.094 *	N-S(2): 0.223 *
	LT	0.00	0	0	0.000	E-W(1): 0.207
Westbound	RT	0.00	115	0	0.000	E-W(2): 0.263 *
	TH	2.00	780	3,400	0.263 *	V/C: 0.486
	LT	1.00	352	1,700	0.207	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	ICU: 0.586
	TH	2.00	374	3,400	0.110	
	LT	1.00	219	1,700	0.129 *	
Eastbound	RT	0.00	0	0	0.000	LOS: A
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: CORSON STREET						
Scenario: BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.257
	TH	2.00	878	3,400	0.258 *	N-S(2): 0.258 *
	LT	1.00	306	1,700	0.180	E-W(1): 0.187 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.022
	TH	0.00	0	0	0.000	V/C: 0.445
	LT	0.00	0	0	0.000 *	Lost Time: 0.100
Northbound	RT	2.00	262	3,400	0.077	ICU: 0.545
	TH	2.00	226	3,400	0.066	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	184	0	0.000	LOS: A
	TH	3.00	731	5,100	0.187 *	
	LT	0.00	38	1,700	0.022	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.194 *
	TH	2.00	499	3,400	0.147	N-S(2): 0.147
	LT	1.00	110	1,700	0.065 *	E-W(1): 0.240 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.066
	TH	0.00	0	0	0.000	V/C: 0.434
	LT	0.00	0	0	0.000 *	Lost Time: 0.100
Northbound	RT	1.72	378	2,924	0.129	ICU: 0.534
	TH	2.28	501	3,876	0.129 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	135	0	0.000	LOS: A
	TH	3.00	975	5,100	0.240 *	
	LT	0.00	113	1,700	0.066	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: WALNUT STREET						
Scenario: BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	131	0	0.000	N-S(1): 0.181
	TH	2.00	922	3,400	0.310 *	N-S(2): 0.359 *
	LT	1.00	85	1,700	0.050	E-W(1): 0.265 *
Westbound	RT	1.00	46	1,700	0.000	E-W(2): 0.147
	TH	2.00	429	3,400	0.126	
	LT	1.00	66	1,700	0.039 *	V/C: 0.624
Northbound	RT	1.00	90	1,700	0.014	Lost Time: 0.100
	TH	2.00	444	3,400	0.131	
	LT	1.00	83	1,700	0.049 *	
Eastbound	RT	0.00	150	0	0.000	ICU: 0.724
	TH	2.00	620	3,400	0.226 *	
	LT	1.00	36	1,700	0.021	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	64	0	0.000	N-S(1): 0.258 *
	TH	2.00	526	3,400	0.174	N-S(2): 0.252
	LT	1.00	67	1,700	0.039 *	E-W(1): 0.347 *
Westbound	RT	1.00	92	1,700	0.015	E-W(2): 0.287
	TH	2.00	857	3,400	0.252	
	LT	1.00	101	1,700	0.059 *	V/C: 0.605
Northbound	RT	1.00	126	1,700	0.015	Lost Time: 0.100
	TH	2.00	745	3,400	0.219 *	
	LT	1.00	133	1,700	0.078	
Eastbound	RT	0.00	97	0	0.000	ICU: 0.705
	TH	2.00	881	3,400	0.288 *	
	LT	1.00	60	1,700	0.035	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: UNION STREET						
Scenario: BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	91	0	0.000	N-S(1): 0.166
	TH	2.00	629	3,400	0.212 *	N-S(2): 0.251 *
	LT	0.00	0	0	0.000	E-W(1): 0.019
Westbound	RT	0.00	25	0	0.000	E-W(2): 0.076 *
	TH	3.00	329	5,100	0.076 *	
	LT	0.00	32	1,700	0.019	V/C: 0.327
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	563	3,400	0.166	
	LT	1.00	66	1,700	0.039 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.427
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	61	0	0.000	N-S(1): 0.171
	TH	2.00	596	3,400	0.193 *	N-S(2): 0.218 *
	LT	0.00	0	0	0.000	E-W(1): 0.064
Westbound	RT	0.00	87	0	0.000	E-W(2): 0.203 *
	TH	3.00	838	5,100	0.203 *	
	LT	0.00	109	1,700	0.064	V/C: 0.421
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	583	3,400	0.171	
	LT	1.00	42	1,700	0.025 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.521
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	75	0	0.000	N-S(1): 0.161
	TH	2.00	555	3,400	0.185 *	N-S(2): 0.209 *
	LT	1.00	41	1,700	0.024	E-W(1): 0.177 *
Westbound	RT	1.00	36	1,700	0.000	E-W(2): 0.152
	TH	2.00	426	3,400	0.125	
	LT	1.00	99	1,700	0.058 *	V/C: 0.386
Northbound	RT	1.00	44	1,700	0.000	Lost Time: 0.100
	TH	2.00	466	3,400	0.137	
	LT	1.00	41	1,700	0.024 *	
Eastbound	RT	1.00	39	1,700	0.000	ICU: 0.486
	TH	2.00	403	3,400	0.119 *	
	LT	1.00	46	1,700	0.027	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	75	0	0.000	N-S(1): 0.233 *
	TH	2.00	587	3,400	0.195	N-S(2): 0.227
	LT	1.00	138	1,700	0.081 *	E-W(1): 0.270
Westbound	RT	1.00	84	1,700	0.000	E-W(2): 0.289 *
	TH	2.00	838	3,400	0.246 *	
	LT	1.00	111	1,700	0.065	V/C: 0.522
Northbound	RT	1.00	84	1,700	0.000	Lost Time: 0.100
	TH	2.00	518	3,400	0.152 *	
	LT	1.00	54	1,700	0.032	
Eastbound	RT	1.00	40	1,700	0.000	ICU: 0.622
	TH	2.00	697	3,400	0.205	
	LT	1.00	73	1,700	0.043 *	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: GREEN STREET						
Scenario: BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.291 *
	TH	2.00	416	3,400	0.122	N-S(2): 0.122
	LT	1.00	245	1,700	0.144 *	E-W(1): 0.121 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.046
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.412
Northbound	RT	1.00	124	1,700	0.073	Lost Time: 0.100
	TH	2.00	501	3,400	0.147 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	82	0	0.000	ICU: 0.512
	TH	4.00	743	6,800	0.121 *	
	LT	1.00	78	1,700	0.046	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.268 *
	TH	2.00	560	3,400	0.165	N-S(2): 0.165
	LT	1.00	182	1,700	0.107 *	E-W(1): 0.181 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.101
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.449
Northbound	RT	1.00	273	1,700	0.161 *	Lost Time: 0.100
	TH	2.00	470	3,400	0.138	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	224	0	0.000	ICU: 0.549
	TH	4.00	1,007	6,800	0.181 *	
	LT	1.00	171	1,700	0.101	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: CORDOVA STREET						
Scenario: BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	60	1,700	0.025	N-S(1): 0.352 *
	TH	1.00	393	1,700	0.231	N-S(2): 0.259
	LT	1.00	79	1,700	0.046 *	E-W(1): 0.073
Westbound	RT	0.00	167	0	0.000	E-W(2): 0.155 *
	TH	2.00	323	3,400	0.144 *	V/C: 0.507 Lost Time: 0.100
	LT	1.00	58	1,700	0.034	
Northbound	RT	1.00	57	1,700	0.000	ICU: 0.607 LOS: B
	TH	1.00	520	1,700	0.306 *	
	LT	1.00	48	1,700	0.028	
Eastbound	RT	0.00	16	0	0.000	ICU: 0.665 LOS: B
	TH	2.00	118	3,400	0.039	
	LT	1.00	18	1,700	0.011 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	159	1,700	0.085	N-S(1): 0.329
	TH	1.00	559	1,700	0.329 *	N-S(2): 0.344 *
	LT	1.00	73	1,700	0.043	E-W(1): 0.125
Westbound	RT	0.00	161	0	0.000	E-W(2): 0.221 *
	TH	2.00	561	3,400	0.212 *	V/C: 0.565 Lost Time: 0.100
	LT	1.00	139	1,700	0.082	
Northbound	RT	1.00	67	1,700	0.000	ICU: 0.665 LOS: B
	TH	1.00	487	1,700	0.286	
	LT	1.00	25	1,700	0.015 *	
Eastbound	RT	0.00	21	0	0.000	ICU: 0.769 LOS: C
	TH	2.00	126	3,400	0.043	
	LT	1.00	15	1,700	0.009 *	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: DEL MAR BOULEVARD						
Scenario: BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	60	1,700	0.035	N-S(1): 0.330 *
	TH	1.00	369	1,700	0.217	N-S(2): 0.280
	LT	1.00	67	1,700	0.039 *	E-W(1): 0.234
Westbound	RT	0.00	60	0	0.000	E-W(2): 0.235 *
	TH	2.00	667	3,400	0.214 *	V/C: 0.565 Lost Time: 0.100
	LT	1.00	120	1,700	0.071	
Northbound	RT	1.00	95	1,700	0.000	ICU: 0.665 LOS: B
	TH	1.00	494	1,700	0.291 *	
	LT	1.00	107	1,700	0.063	
Eastbound	RT	0.00	50	0	0.000	ICU: 0.665 LOS: B
	TH	2.00	504	3,400	0.163	
	LT	1.00	36	1,700	0.021 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	83	1,700	0.049	N-S(1): 0.300
	TH	1.00	577	1,700	0.339 *	N-S(2): 0.379 *
	LT	1.00	71	1,700	0.042	E-W(1): 0.290 *
Westbound	RT	0.00	42	0	0.000	E-W(2): 0.232
	TH	2.00	643	3,400	0.201	V/C: 0.669 Lost Time: 0.100
	LT	1.00	110	1,700	0.065 *	
Northbound	RT	1.00	115	1,700	0.003	ICU: 0.769 LOS: C
	TH	1.00	438	1,700	0.258	
	LT	1.00	68	1,700	0.040 *	
Eastbound	RT	0.00	78	0	0.000	ICU: 0.769 LOS: C
	TH	2.00	687	3,400	0.225 *	
	LT	1.00	52	1,700	0.031	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: CALIFORNIA BOULEVARD						
Scenario: BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	65	1,700	0.011	N-S(1): 0.274
	TH	1.00	423	1,700	0.249 *	N-S(2): 0.305 *
	LT	1.00	29	1,700	0.017	E-W(1): 0.166
Westbound	RT	0.00	41	0	0.000	E-W(2): 0.320 *
	TH	2.00	951	3,400	0.292 *	V/C: 0.625 Lost Time: 0.100
	LT	1.00	2	1,700	0.001	
Northbound	RT	1.00	73	1,700	0.042	ICU: 0.725 LOS: C
	TH	1.00	437	1,700	0.257	
	LT	1.00	95	1,700	0.056 *	
Eastbound	RT	0.00	64	0	0.000	LOS: C
	TH	2.00	498	3,400	0.165	
	LT	1.00	47	1,700	0.028 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	72	1,700	0.006	N-S(1): 0.327
	TH	1.00	574	1,700	0.338 *	N-S(2): 0.374 *
	LT	1.00	64	1,700	0.038	E-W(1): 0.313 *
Westbound	RT	0.00	46	0	0.000	E-W(2): 0.258
	TH	2.00	708	3,400	0.222	V/C: 0.687 Lost Time: 0.100
	LT	1.00	38	1,700	0.022 *	
Northbound	RT	1.00	190	1,700	0.089	ICU: 0.787 LOS: C
	TH	1.00	491	1,700	0.289	
	LT	1.00	61	1,700	0.036 *	
Eastbound	RT	0.00	77	0	0.000	LOS: C
	TH	2.00	911	3,400	0.291 *	
	LT	1.00	62	1,700	0.036	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: GARFIELD AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	24	1,700	0.000	N-S(1): 0.009 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	16	1,700	0.009 *	E-W(1): 0.154
Westbound	RT	1.00	30	1,700	0.008	E-W(2): 0.187 *
	TH	2.00	566	3,400	0.166 *	V/C: 0.196 Lost Time: 0.100
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	ICU: 0.296 LOS: A
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	LOS: A
	TH	2.00	524	3,400	0.154	
	LT	1.00	36	1,700	0.021 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	48	1,700	0.010	N-S(1): 0.046 *
	TH	0.00	0	0	0.000	N-S(2): 0.010
	LT	1.00	79	1,700	0.046 *	E-W(1): 0.237
Westbound	RT	1.00	34	1,700	0.000	E-W(2): 0.280 *
	TH	2.00	891	3,400	0.262 *	V/C: 0.326 Lost Time: 0.100
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	ICU: 0.426 LOS: A
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	LOS: A
	TH	2.00	806	3,400	0.237	
	LT	1.00	31	1,700	0.018 *	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: GARFIELD AVENUE						
East/West Street: GREEN STREET						
Scenario: BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.032 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	55	1,700	0.032 *	E-W(1): 0.169 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.125
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.201
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.301
	TH	4.00	939	6,800	0.169 *	
	LT	0.00	212	1,700	0.125	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.135 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	229	1,700	0.135 *	E-W(1): 0.221 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.108
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.356
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.456
	TH	4.00	1,320	6,800	0.221 *	
	LT	0.00	183	1,700	0.108	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EUCLID AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	21	0	0.000	N-S(1): 0.035
	TH	1.00	21	1,700	0.025 *	N-S(2): 0.039 *
	LT	1.00	22	1,700	0.013	E-W(1): 0.170
Westbound	RT	1.00	32	1,700	0.006	E-W(2): 0.204 *
	TH	2.00	570	3,400	0.168 *	
	LT	1.00	73	1,700	0.043	V/C: 0.243
Northbound	RT	1.00	31	1,700	0.000	Lost Time: 0.100
	TH	1.00	14	1,700	0.022	
	LT	0.00	23	1,700	0.014 *	
Eastbound	RT	1.00	36	1,700	0.008	ICU: 0.343
	TH	2.00	432	3,400	0.127	
	LT	1.00	62	1,700	0.036 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	36	0	0.000	N-S(1): 0.187 *
	TH	1.00	77	1,700	0.066	N-S(2): 0.143
	LT	1.00	91	1,700	0.054 *	E-W(1): 0.329 *
Westbound	RT	1.00	39	1,700	0.000	E-W(2): 0.258
	TH	2.00	817	3,400	0.240	
	LT	1.00	187	1,700	0.110 *	V/C: 0.516
Northbound	RT	1.00	180	1,700	0.000	Lost Time: 0.100
	TH	1.00	95	1,700	0.133 *	
	LT	0.00	131	1,700	0.077	
Eastbound	RT	1.00	132	1,700	0.001	ICU: 0.616
	TH	2.00	743	3,400	0.219 *	
	LT	1.00	30	1,700	0.018	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EUCLID AVENUE						
East/West Street: GREEN STREET						
Scenario: BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.043 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	20	1,700	0.012 *	E-W(1): 0.147 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.011
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.190
Northbound	RT	1.00	53	1,700	0.031 *	Lost Time: 0.100
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	65	0	0.000	ICU: 0.290
	TH	4.00	934	6,800	0.147 *	
	LT	1.00	18	1,700	0.011	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.082 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	57	1,700	0.034 *	E-W(1): 0.219 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.039
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.301
Northbound	RT	1.00	82	1,700	0.048 *	Lost Time: 0.100
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	77	0	0.000	ICU: 0.401
	TH	4.00	1,412	6,800	0.219 *	
	LT	1.00	67	1,700	0.039	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: MAPLE STREET						
Scenario: BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	137	0	0.000	N-S(1): 0.098
	TH	2.00	616	3,400	0.221 *	N-S(2): 0.275 *
	LT	0.00	0	0	0.000	E-W(1): 0.157
Westbound	RT	0.00	51	0	0.000	E-W(2): 0.177 *
	TH	2.00	285	3,400	0.177 *	
	LT	0.00	267	1,700	0.157	V/C: 0.452
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	332	3,400	0.098	
	LT	1.00	92	1,700	0.054 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.552
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	89	0	0.000	N-S(1): 0.213
	TH	2.00	457	3,400	0.161 *	N-S(2): 0.319 *
	LT	0.00	0	0	0.000	E-W(1): 0.071
Westbound	RT	0.00	83	0	0.000	E-W(2): 0.157 *
	TH	2.00	332	3,400	0.157 *	
	LT	0.00	120	1,700	0.071	V/C: 0.476
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	723	3,400	0.213	
	LT	1.00	268	1,700	0.158 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.576
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: CORSON STREET						
Scenario: BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.155
	TH	2.00	854	3,400	0.251 *	N-S(2): 0.251 *
	LT	1.00	81	1,700	0.048	E-W(1): 0.152 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.023
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.403
Northbound	RT	1.00	124	1,700	0.073	Lost Time: 0.100
	TH	2.00	365	3,400	0.107	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	259	1,700	0.152 *	ICU: 0.503
	TH	2.00	172	1,700	0.124	
	LT	0.00	39	1,700	0.023	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.262 *
	TH	2.00	531	3,400	0.156	N-S(2): 0.156
	LT	1.00	38	1,700	0.022 *	E-W(1): 0.266 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.102
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.528
Northbound	RT	1.00	216	1,700	0.127	Lost Time: 0.100
	TH	2.00	816	3,400	0.240 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	135	0	0.000	ICU: 0.628
	TH	2.00	595	3,400	0.266 *	
	LT	0.00	174	1,700	0.102	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: WALNUT STREET						
Scenario: BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	109	1,700	0.022	N-S(1): 0.188
	TH	2.00	784	3,400	0.231 *	N-S(2): 0.303 *
	LT	1.00	88	1,700	0.052	E-W(1): 0.165
Westbound	RT	0.00	105	0	0.000	E-W(2): 0.219 *
	TH	2.00	498	3,400	0.177 *	
	LT	1.00	91	1,700	0.054	V/C: 0.522
Northbound	RT	1.00	73	1,700	0.000	Lost Time: 0.100
	TH	2.00	462	3,400	0.136	
	LT	1.00	122	1,700	0.072 *	
Eastbound	RT	1.00	152	1,700	0.018	ICU: 0.622
	TH	2.00	376	3,400	0.111	
	LT	1.00	72	1,700	0.042 *	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	117	1,700	0.007	N-S(1): 0.295 *
	TH	2.00	544	3,400	0.160	N-S(2): 0.249
	LT	1.00	91	1,700	0.054 *	E-W(1): 0.224
Westbound	RT	0.00	179	0	0.000	E-W(2): 0.302 *
	TH	2.00	637	3,400	0.240 *	
	LT	1.00	72	1,700	0.042	V/C: 0.597
Northbound	RT	1.00	114	1,700	0.025	Lost Time: 0.100
	TH	2.00	818	3,400	0.241 *	
	LT	1.00	152	1,700	0.089	
Eastbound	RT	1.00	132	1,700	0.000	ICU: 0.697
	TH	2.00	620	3,400	0.182	
	LT	1.00	105	1,700	0.062 *	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: UNION STREET						
Scenario: BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	328	1,700	0.193	N-S(1): 0.154
	TH	2.00	665	3,400	0.196 *	N-S(2): 0.274 *
	LT	0.00	0	0	0.000	E-W(1): 0.032
Westbound	RT	1.00	97	1,700	0.057	E-W(2): 0.099 *
	TH	3.00	504	5,100	0.099 *	
	LT	1.00	54	1,700	0.032	V/C: 0.373
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	524	3,400	0.154	
	LT	1.00	133	1,700	0.078 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.473
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	195	1,700	0.115	N-S(1): 0.269 *
	TH	2.00	599	3,400	0.176	N-S(2): 0.243
	LT	0.00	0	0	0.000 *	E-W(1): 0.062
Westbound	RT	1.00	218	1,700	0.128 *	E-W(2): 0.128 *
	TH	3.00	561	5,100	0.110	
	LT	1.00	105	1,700	0.062	V/C: 0.397
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	914	3,400	0.269 *	
	LT	1.00	114	1,700	0.067	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.497
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	105	1,700	0.009	N-S(1): 0.222
	TH	2.00	547	3,400	0.161 *	N-S(2): 0.223 *
	LT	1.00	85	1,700	0.050	E-W(1): 0.146
Westbound	RT	1.00	71	1,700	0.000	E-W(2): 0.195 *
	TH	2.00	482	3,400	0.142 *	
	LT	1.00	66	1,700	0.039	V/C: 0.418
Northbound	RT	1.00	72	1,700	0.004	Lost Time: 0.100
	TH	2.00	586	3,400	0.172	
	LT	1.00	106	1,700	0.062 *	
Eastbound	RT	1.00	46	1,700	0.000	ICU: 0.518
	TH	2.00	364	3,400	0.107	
	LT	1.00	90	1,700	0.053 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	140	1,700	0.014	N-S(1): 0.274 *
	TH	2.00	542	3,400	0.159	N-S(2): 0.270
	LT	1.00	101	1,700	0.059 *	E-W(1): 0.269
Westbound	RT	1.00	100	1,700	0.000	E-W(2): 0.295 *
	TH	2.00	773	3,400	0.227 *	
	LT	1.00	63	1,700	0.037	V/C: 0.569
Northbound	RT	1.00	71	1,700	0.005	Lost Time: 0.100
	TH	2.00	731	3,400	0.215 *	
	LT	1.00	189	1,700	0.111	
Eastbound	RT	1.00	144	1,700	0.000	ICU: 0.669
	TH	2.00	790	3,400	0.232	
	LT	1.00	116	1,700	0.068 *	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: GREEN STREET						
Scenario: BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.275 * N-S(2): 0.152 E-W(1): 0.150 * E-W(2): 0.099 V/C: 0.425 Lost Time: 0.100
	TH	2.00	516	3,400	0.152	
	LT	1.00	151	1,700	0.089 *	
Westbound	RT	0.00	0	0	0.000	V/C: 0.425 Lost Time: 0.100
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Northbound	RT	0.00	44	0	0.000	ICU: 0.525 LOS: A
	TH	2.00	590	3,400	0.186 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	75	1,700	0.044	ICU: 0.525 LOS: A
	TH	3.00	763	5,100	0.150 *	
	LT	1.00	169	1,700	0.099	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.265 * N-S(2): 0.189 E-W(1): 0.202 * E-W(2): 0.180 V/C: 0.467 Lost Time: 0.100
	TH	2.00	642	3,400	0.189	
	LT	1.00	97	1,700	0.057 *	
Westbound	RT	0.00	0	0	0.000	V/C: 0.467 Lost Time: 0.100
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Northbound	RT	0.00	28	0	0.000	ICU: 0.567 LOS: A
	TH	2.00	678	3,400	0.208 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	243	1,700	0.143	ICU: 0.567 LOS: A
	TH	3.00	1,031	5,100	0.202 *	
	LT	1.00	306	1,700	0.180	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: CORDOVA STREET						
Scenario: BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	147	0	0.000	N-S(1): 0.241 * N-S(2): 0.182 E-W(1): 0.076 E-W(2): 0.161 * V/C: 0.402 Lost Time: 0.100
	TH	2.00	346	3,400	0.145	
	LT	1.00	92	1,700	0.054 *	
Westbound	RT	0.00	73	0	0.000	V/C: 0.402 Lost Time: 0.100
	TH	2.00	388	3,400	0.136 *	
	LT	1.00	39	1,700	0.023	
Northbound	RT	0.00	57	0	0.000	ICU: 0.502 LOS: A
	TH	2.00	578	3,400	0.187 *	
	LT	1.00	63	1,700	0.037	
Eastbound	RT	0.00	14	0	0.000	ICU: 0.502 LOS: A
	TH	2.00	165	3,400	0.053	
	LT	1.00	42	1,700	0.025 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	214	0	0.000	N-S(1): 0.220 N-S(2): 0.243 * E-W(1): 0.139 E-W(2): 0.213 * V/C: 0.456 Lost Time: 0.100
	TH	2.00	580	3,400	0.234 *	
	LT	1.00	106	1,700	0.062	
Westbound	RT	0.00	86	0	0.000	V/C: 0.456 Lost Time: 0.100
	TH	2.00	552	3,400	0.188 *	
	LT	1.00	98	1,700	0.058	
Northbound	RT	0.00	32	0	0.000	ICU: 0.556 LOS: A
	TH	2.00	505	3,400	0.158	
	LT	1.00	16	1,700	0.009 *	
Eastbound	RT	0.00	34	0	0.000	ICU: 0.556 LOS: A
	TH	2.00	242	3,400	0.081	
	LT	1.00	43	1,700	0.025 *	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: DEL MAR BOULEVARD						
Scenario: BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	36	1,700	0.000	N-S(1): 0.322 *
	TH	1.00	264	1,700	0.155	N-S(2): 0.198
	LT	1.00	73	1,700	0.043 *	E-W(1): 0.221
Westbound	RT	0.00	107	0	0.000	E-W(2): 0.297 *
	TH	2.00	775	3,400	0.259 *	V/C: 0.619 Lost Time: 0.100
	LT	1.00	68	1,700	0.040	
Northbound	RT	1.00	52	1,700	0.000	ICU: 0.719 LOS: C
	TH	1.00	475	1,700	0.279 *	
	LT	1.00	73	1,700	0.043	
Eastbound	RT	0.00	41	0	0.000	LOS: C
	TH	2.00	574	3,400	0.181	
	LT	1.00	64	1,700	0.038 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	111	1,700	0.028	N-S(1): 0.285 *
	TH	1.00	405	1,700	0.238	N-S(2): 0.257
	LT	1.00	97	1,700	0.057 *	E-W(1): 0.305 *
Westbound	RT	0.00	97	0	0.000	E-W(2): 0.273
	TH	2.00	702	3,400	0.235	V/C: 0.590 Lost Time: 0.100
	LT	1.00	81	1,700	0.048 *	
Northbound	RT	1.00	67	1,700	0.000	ICU: 0.690 LOS: B
	TH	1.00	388	1,700	0.228 *	
	LT	1.00	32	1,700	0.019	
Eastbound	RT	0.00	44	0	0.000	LOS: B
	TH	2.00	831	3,400	0.257 *	
	LT	1.00	64	1,700	0.038	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: CALIFORNIA BOULEVARD						
Scenario: BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	86	1,700	0.013	N-S(1): 0.282 *
	TH	1.00	330	1,700	0.210	N-S(2): 0.234
	LT	0.00	27	1,700	0.016 *	E-W(1): 0.206
Westbound	RT	0.00	91	0	0.000	E-W(2): 0.297 *
	TH	2.00	791	3,400	0.259 *	V/C: 0.579 Lost Time: 0.100
	LT	1.00	12	1,700	0.007	
Northbound	RT	1.00	110	1,700	0.058	ICU: 0.679 LOS: B
	TH	1.00	411	1,700	0.266 *	
	LT	0.00	41	1,700	0.024	
Eastbound	RT	0.00	26	0	0.000	LOS: B
	TH	2.00	650	3,400	0.199	
	LT	1.00	64	1,700	0.038 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	58	1,700	0.000	N-S(1): 0.238
	TH	1.00	387	1,700	0.245 *	N-S(2): 0.262 *
	LT	0.00	29	1,700	0.017	E-W(1): 0.330 *
Westbound	RT	0.00	55	0	0.000	E-W(2): 0.272
	TH	2.00	698	3,400	0.221	V/C: 0.592 Lost Time: 0.100
	LT	1.00	31	1,700	0.018 *	
Northbound	RT	1.00	123	1,700	0.054	ICU: 0.692 LOS: B
	TH	1.00	347	1,700	0.221	
	LT	0.00	29	1,700	0.017 *	
Eastbound	RT	0.00	40	0	0.000	LOS: B
	TH	2.00	1,022	3,400	0.312 *	
	LT	1.00	87	1,700	0.051	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EL MOLINO AVENUE						
East/West Street: MAPLE STREET						
Scenario: BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	50	0	0.000	N-S(1): 0.076
	TH	2.00	248	3,400	0.088 *	N-S(2): 0.107 *
	LT	0.00	0	0	0.000	E-W(1): 0.075
Westbound	RT	0.00	18	0	0.000	E-W(2): 0.199 *
	TH	2.00	533	3,400	0.199 *	
	LT	0.00	127	1,700	0.075	V/C: 0.306
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	1.00	130	1,700	0.076	
	LT	1.00	33	1,700	0.019 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.406
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	24	0	0.000	N-S(1): 0.187 *
	TH	2.00	140	3,400	0.048	N-S(2): 0.095
	LT	0.00	0	0	0.000 *	E-W(1): 0.066
Westbound	RT	0.00	39	0	0.000	E-W(2): 0.186 *
	TH	2.00	480	3,400	0.186 *	
	LT	0.00	112	1,700	0.066	V/C: 0.373
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	1.00	318	1,700	0.187 *	
	LT	1.00	80	1,700	0.047	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.473
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EL MOLINO AVENUE						
East/West Street: CORSON STREET						
Scenario: BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.125 *
	TH	2.00	320	3,400	0.094	N-S(2): 0.094
	LT	1.00	78	1,700	0.046 *	E-W(1): 0.105 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.016
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.230
Northbound	RT	1.00	44	1,700	0.026	Lost Time: 0.100
	TH	1.00	134	1,700	0.079 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	61	0	0.000	ICU: 0.330
	TH	2.00	268	3,400	0.105 *	
	LT	0.00	27	1,700	0.016	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.211 *
	TH	2.00	210	3,400	0.062	N-S(2): 0.062
	LT	1.00	37	1,700	0.022 *	E-W(1): 0.251 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.044
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.462
Northbound	RT	1.00	70	1,700	0.041	Lost Time: 0.100
	TH	1.00	322	1,700	0.189 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	51	0	0.000	ICU: 0.562
	TH	2.00	727	3,400	0.251 *	
	LT	0.00	74	1,700	0.044	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EL MOLINO AVENUE						
East/West Street: WALNUT STREET						
Scenario: BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	84	0	0.000	N-S(1): 0.099
	TH	1.00	315	1,700	0.239 *	N-S(2): 0.244 *
	LT	0.00	7	1,700	0.004	E-W(1): 0.149
Westbound	RT	0.00	22	0	0.000	E-W(2): 0.202 *
	TH	2.00	640	3,400	0.195 *	V/C: 0.446
	LT	1.00	45	1,700	0.026	Lost Time: 0.100
Northbound	RT	0.00	13	0	0.000	ICU: 0.546
	TH	1.00	140	1,700	0.095	
	LT	0.00	8	1,700	0.005 *	
Eastbound	RT	0.00	62	0	0.000	LOS: A
	TH	2.00	356	3,400	0.123	
	LT	1.00	12	1,700	0.007 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	63	0	0.000	N-S(1): 0.200 *
	TH	1.00	192	1,700	0.159	N-S(2): 0.168
	LT	0.00	15	1,700	0.009 *	E-W(1): 0.273 *
Westbound	RT	0.00	61	0	0.000	E-W(2): 0.236
	TH	2.00	664	3,400	0.213	V/C: 0.473
	LT	1.00	42	1,700	0.025 *	Lost Time: 0.100
Northbound	RT	0.00	55	0	0.000	ICU: 0.573
	TH	1.00	254	1,700	0.191 *	
	LT	0.00	16	1,700	0.009	
Eastbound	RT	0.00	70	0	0.000	LOS: A
	TH	2.00	774	3,400	0.248 *	
	LT	1.00	39	1,700	0.023	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EL MOLINO AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	29	0	0.000	N-S(1): 0.148
	TH	1.00	215	1,700	0.156 *	N-S(2): 0.172 *
	LT	0.00	21	1,700	0.012	E-W(1): 0.131
Westbound	RT	1.00	41	1,700	0.012	E-W(2): 0.195 *
	TH	2.00	617	3,400	0.181 *	V/C: 0.367
	LT	1.00	40	1,700	0.024	Lost Time: 0.100
Northbound	RT	0.00	25	0	0.000	ICU: 0.467
	TH	1.00	178	1,700	0.136	
	LT	0.00	28	1,700	0.016 *	
Eastbound	RT	1.00	18	1,700	0.000	LOS: A
	TH	2.00	364	3,400	0.107	
	LT	1.00	24	1,700	0.014 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	51	0	0.000	N-S(1): 0.190
	TH	1.00	243	1,700	0.206 *	N-S(2): 0.227 *
	LT	0.00	56	1,700	0.033	E-W(1): 0.280
Westbound	RT	1.00	50	1,700	0.000	E-W(2): 0.285 *
	TH	2.00	847	3,400	0.249 *	V/C: 0.512
	LT	1.00	41	1,700	0.024	Lost Time: 0.100
Northbound	RT	0.00	42	0	0.000	ICU: 0.612
	TH	1.00	190	1,700	0.157	
	LT	0.00	35	1,700	0.021 *	
Eastbound	RT	1.00	31	1,700	0.000	LOS: B
	TH	2.00	869	3,400	0.256	
	LT	1.00	62	1,700	0.036 *	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: MAPLE STREET						
Scenario: BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph				N-S Split Phase : N		
Left-Turn Lane: 1700 vph				E-W Split Phase : N		
Dual LT Penalty: 10 %				Lost Time (% of cycle): 10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	538	1,700	0.316 *	N-S(1): 0.191
	TH	2.00	706	3,400	0.208	N-S(2): 0.450 *
	LT	0.00	0	0	0.000	E-W(1): 0.358 *
Westbound	RT	1.00	163	1,700	0.096	E-W(2): 0.323
	TH	1.75	957	2,967	0.323	
	LT	1.25	688	1,920	0.358 *	V/C: 0.808
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	650	3,400	0.191	
	LT	2.00	411	3,060	0.134 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.908
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: E
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	358	1,700	0.211	N-S(1): 0.414
	TH	2.00	719	3,400	0.211 *	N-S(2): 0.431 *
	LT	0.00	0	0	0.000	E-W(1): 0.236 *
Westbound	RT	1.00	238	1,700	0.140	E-W(2): 0.212
	TH	1.78	642	3,026	0.212	
	LT	1.22	440	1,867	0.236 *	V/C: 0.667
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	1,409	3,400	0.414	
	LT	2.00	674	3,060	0.220 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.767
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: CORSON STREET						
Scenario: BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph				N-S Split Phase : N		
Left-Turn Lane: 1700 vph				E-W Split Phase : N		
Dual LT Penalty: 10 %				Lost Time (% of cycle): 10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.238 *
	TH	3.00	1,052	5,100	0.206	N-S(2): 0.206
	LT	2.00	351	3,060	0.115 *	E-W(1): 0.241
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.265 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.503
Northbound	RT	1.33	277	2,257	0.123	Lost Time: 0.100
	TH	1.67	349	2,843	0.123 *	
	Left-Turns at Maple	TH	2.00	232	3,400	0.068
Eastbound	RT	2.00	934	3,400	0.241	ICU: 0.603
	TH	1.87	756	3,171	0.238	
	LT	1.13	460	1,736	0.265 *	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.301 *
	TH	3.00	960	5,100	0.188	N-S(2): 0.188
	LT	2.00	196	3,060	0.064 *	E-W(1): 0.331
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.367 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.668
Northbound	RT	1.00	307	1,700	0.181	Lost Time: 0.100
	TH	2.00	807	3,400	0.237 *	
	Left-Turns at Maple	TH	2.00	383	3,400	0.113
Eastbound	RT	1.09	614	1,857	0.227	ICU: 0.768
	TH	2.32	1,305	3,948	0.331	
	LT	1.59	891	2,426	0.367 *	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: WALNUT STREET						
Scenario: BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	95	0	0.000	N-S(1): 0.197
	TH	3.00	1,776	5,100	0.367 *	N-S(2): 0.412 *
	LT	1.00	112	1,700	0.066	E-W(1): 0.142
Westbound	RT	0.00	59	0	0.000	E-W(2): 0.265 *
	TH	2.00	692	3,400	0.221 *	
	LT	1.00	92	1,700	0.054	V/C: 0.677
Northbound	RT	1.00	49	1,700	0.000	Lost Time: 0.100
	TH	3.00	666	5,100	0.131	
	LT	1.00	77	1,700	0.045 *	
Eastbound	RT	0.00	52	0	0.000	ICU: 0.777
	TH	2.00	248	3,400	0.088	
	LT	2.00	136	3,060	0.044 *	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	105	0	0.000	N-S(1): 0.309 *
	TH	3.00	1,301	5,100	0.276 *	N-S(2): 0.309 *
	LT	1.00	163	1,700	0.096	E-W(1): 0.230
Westbound	RT	0.00	104	0	0.000	E-W(2): 0.269 *
	TH	2.00	455	3,400	0.164 *	
	LT	1.00	30	1,700	0.018	V/C: 0.578
Northbound	RT	1.00	99	1,700	0.041	Lost Time: 0.100
	TH	3.00	1,085	5,100	0.213	
	LT	1.00	56	1,700	0.033 *	
Eastbound	RT	0.00	48	0	0.000	ICU: 0.678
	TH	2.00	672	3,400	0.212	
	LT	2.00	320	3,060	0.105 *	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	187	1,700	0.031	N-S(1): 0.219
	TH	2.00	934	3,400	0.275 *	N-S(2): 0.338 *
	LT	1.00	120	1,700	0.071	E-W(1): 0.115
Westbound	RT	1.00	125	1,700	0.003	E-W(2): 0.232 *
	TH	2.00	519	3,400	0.153 *	
	LT	1.00	90	1,700	0.053	V/C: 0.570
Northbound	RT	0.00	41	0	0.000	Lost Time: 0.100
	TH	3.00	715	5,100	0.148	
	LT	1.00	107	1,700	0.063 *	
Eastbound	RT	1.00	51	1,700	0.000	ICU: 0.670
	TH	2.00	212	3,400	0.062	
	LT	1.00	135	1,700	0.079 *	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	247	1,700	0.025	N-S(1): 0.335
	TH	2.00	868	3,400	0.255 *	N-S(2): 0.336 *
	LT	1.00	226	1,700	0.133	E-W(1): 0.252
Westbound	RT	1.00	190	1,700	0.000	E-W(2): 0.286 *
	TH	2.00	566	3,400	0.166 *	
	LT	1.00	92	1,700	0.054	V/C: 0.622
Northbound	RT	0.00	98	0	0.000	Lost Time: 0.100
	TH	3.00	933	5,100	0.202	
	LT	1.00	138	1,700	0.081 *	
Eastbound	RT	1.00	146	1,700	0.005	ICU: 0.722
	TH	2.00	673	3,400	0.198	
	LT	1.00	204	1,700	0.120 *	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: DEL MAR BOULEVARD						
Scenario: BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	208	1,700	0.050	N-S(1): 0.235 *
	TH	2.00	394	3,400	0.116	N-S(2): 0.169
	LT	1.00	83	1,700	0.049 *	E-W(1): 0.167
Westbound	RT	1.00	141	1,700	0.034	E-W(2): 0.333 *
	TH	2.00	886	3,400	0.261 *	
	LT	1.00	63	1,700	0.037	V/C: 0.568
Northbound	RT	0.00	70	0	0.000	Lost Time: 0.100
	TH	2.00	561	3,400	0.186 *	
	LT	1.00	90	1,700	0.053	
Eastbound	RT	1.00	76	1,700	0.000	ICU: 0.668
	TH	2.00	442	3,400	0.130	
	LT	1.00	123	1,700	0.072 *	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	125	1,700	0.008	N-S(1): 0.299 *
	TH	2.00	599	3,400	0.176	N-S(2): 0.231
	LT	1.00	203	1,700	0.119 *	E-W(1): 0.306 *
Westbound	RT	1.00	108	1,700	0.000	E-W(2): 0.228
	TH	2.00	554	3,400	0.163	
	LT	1.00	89	1,700	0.052 *	V/C: 0.605
Northbound	RT	0.00	109	0	0.000	Lost Time: 0.100
	TH	2.00	504	3,400	0.180 *	
	LT	1.00	94	1,700	0.055	
Eastbound	RT	1.00	107	1,700	0.008	ICU: 0.705
	TH	2.00	865	3,400	0.254 *	
	LT	1.00	111	1,700	0.065	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: CALIFORNIA BOULEVARD						
Scenario: BASELINE (2013) CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	154	1,700	0.008	N-S(1): 0.207
	TH	1.00	332	1,700	0.195 *	N-S(2): 0.282 *
	LT	1.00	82	1,700	0.048	E-W(1): 0.286
Westbound	RT	1.00	91	1,700	0.005	E-W(2): 0.408 *
	TH	1.00	554	1,700	0.326 *	
	LT	1.00	72	1,700	0.042	V/C: 0.690
Northbound	RT	0.00	89	0	0.000	Lost Time: 0.100
	TH	2.00	453	3,400	0.159	
	LT	1.00	148	1,700	0.087 *	
Eastbound	RT	1.00	113	1,700	0.000	ICU: 0.790
	TH	1.00	414	1,700	0.244	
	LT	1.00	140	1,700	0.082 *	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	343	1,700	0.106	N-S(1): 0.208
	TH	1.00	493	1,700	0.290 *	N-S(2): 0.364 *
	LT	1.00	120	1,700	0.071	E-W(1): 0.466 *
Westbound	RT	1.00	80	1,700	0.000	E-W(2): 0.359
	TH	1.00	449	1,700	0.264	
	LT	1.00	100	1,700	0.059 *	V/C: 0.830
Northbound	RT	0.00	100	0	0.000	Lost Time: 0.100
	TH	2.00	365	3,400	0.137	
	LT	1.00	125	1,700	0.074 *	
Eastbound	RT	1.00	126	1,700	0.001	ICU: 0.930
	TH	1.00	692	1,700	0.407 *	
	LT	1.00	162	1,700	0.095	LOS: E

* = Critical Movement

APPENDIX F2

ICU Worksheets – Baseline (2013) Plus Project (with Macy’s Trip Credits) Conditions

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: FAIR OAKS AVENUE						
East/West Street: MAPLE STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	420	0	0.000	N-S(1): 0.104
	TH	3.00	1,168	5,100	0.311 *	N-S(2): 0.402 *
	LT	0.00	0	0	0.000	E-W(1): 0.138 *
Westbound	RT	1.00	190	1,700	0.112	E-W(2): 0.138 *
	TH	2.00	469	3,400	0.138 *	
	LT	1.00	234	1,700	0.138 *	V/C: 0.540
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	352	3,400	0.104	
	LT	2.00	278	3,060	0.091 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.640
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000 *	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	390	1,700	0.229 *	N-S(1): 0.268
	TH	3.00	689	3,400	0.203	N-S(2): 0.369 *
	LT	0.00	0	0	0.000	E-W(1): 0.121
Westbound	RT	1.00	208	1,700	0.122	E-W(2): 0.182 *
	TH	2.00	620	3,400	0.182 *	
	LT	1.00	206	1,700	0.121	V/C: 0.551
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	910	3,400	0.268	
	LT	2.00	429	3,060	0.140 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.650
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: FAIR OAKS AVENUE						
East/West Street: CORSON STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.239 *
	TH	3.00	1,135	5,100	0.223	N-S(2): 0.223
	LT	1.00	264	1,700	0.155 *	E-W(1): 0.225 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.118
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.464
Northbound	RT	1.00	92	1,700	0.054	Lost Time: 0.100
	TH	3.00	429	5,100	0.084 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	342	1,700	0.201	ICU: 0.564
	TH	2.00	765	3,400	0.225 *	
	LT	1.00	201	1,700	0.118	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.308 *
	TH	3.00	659	5,100	0.129	N-S(2): 0.129
	LT	1.00	186	1,700	0.109 *	E-W(1): 0.223 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.213
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.531
Northbound	RT	1.00	256	1,700	0.151	Lost Time: 0.100
	TH	3.00	1,017	5,100	0.199 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	226	1,700	0.133	ICU: 0.631
	TH	2.00	757	3,400	0.223 *	
	LT	1.00	362	1,700	0.213	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: FAIR OAKS AVENUE						
East/West Street: WALNUT STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	105	0	0.000	N-S(1): 0.263 *
	TH	3.00	1,090	5,100	0.234	N-S(2): 0.262
	LT	1.00	278	1,700	0.164 *	E-W(1): 0.261 *
Westbound	RT	1.00	137	1,700	0.000	E-W(2): 0.110
	TH	2.00	281	3,400	0.083	
	LT	1.00	92	1,700	0.054 *	V/C: 0.524
Northbound	RT	1.00	90	1,700	0.000	Lost Time: 0.100
	TH	2.00	335	3,400	0.099 *	
	LT	1.00	48	1,700	0.028	
Eastbound	RT	0.00	85	0	0.000	ICU: 0.624
	TH	2.00	618	3,400	0.207 *	
	LT	1.00	46	1,700	0.027	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	60	0	0.000	N-S(1): 0.372 *
	TH	3.00	657	5,100	0.141	N-S(2): 0.211
	LT	1.00	211	1,700	0.124 *	E-W(1): 0.204
Westbound	RT	1.00	254	1,700	0.025	E-W(2): 0.281 *
	TH	2.00	765	3,400	0.225 *	
	LT	1.00	78	1,700	0.046	V/C: 0.653
Northbound	RT	1.00	104	1,700	0.015	Lost Time: 0.100
	TH	2.00	844	3,400	0.248 *	
	LT	1.00	119	1,700	0.070	
Eastbound	RT	0.00	65	0	0.000	ICU: 0.753
	TH	2.00	473	3,400	0.158	
	LT	1.00	95	1,700	0.056 *	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: COLORADO BOULEVARD						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	8	1,700	0.000	N-S(1): 0.078
	TH	2.00	151	3,400	0.046 *	N-S(2): 0.105 *
	LT	0.00	4	1,700	0.002	E-W(1): 0.207 *
Westbound	RT	1.00	28	1,700	0.014	E-W(2): 0.117
	TH	2.00	350	3,400	0.103	
	LT	1.00	183	1,700	0.108 *	V/C: 0.312
Northbound	RT	1.00	198	1,700	0.009	Lost Time: 0.100
	TH	2.00	160	3,400	0.076	
	LT	0.00	100	1,700	0.059 *	
Eastbound	RT	0.00	48	0	0.000	ICU: 0.412
	TH	2.00	289	3,400	0.099 *	
	LT	1.00	24	1,700	0.014	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	38	1,700	0.011	N-S(1): 0.145
	TH	2.00	261	3,400	0.084 *	N-S(2): 0.189 *
	LT	0.00	23	1,700	0.014	E-W(1): 0.351 *
Westbound	RT	1.00	43	1,700	0.012	E-W(2): 0.195
	TH	2.00	627	3,400	0.184	
	LT	1.00	288	1,700	0.169 *	V/C: 0.540
Northbound	RT	1.00	229	1,700	0.000	Lost Time: 0.100
	TH	2.00	266	3,400	0.131	
	LT	0.00	178	1,700	0.105 *	
Eastbound	RT	0.00	62	0	0.000	ICU: 0.640
	TH	2.00	558	3,400	0.182 *	
	LT	1.00	19	1,700	0.011	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: GREEN STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.157 *
	TH	2.00	287	3,400	0.084	N-S(2): 0.084
	LT	1.00	58	1,700	0.034 *	E-W(1): 0.079 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.013
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.236
Northbound	RT	2.00	370	3,400	0.109	Lost Time: 0.100
	TH	2.00	419	3,400	0.123 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	58	0	0.000	ICU: 0.336
	TH	4.00	458	6,800	0.079 *	
	LT	0.00	22	1,700	0.013	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.191 *
	TH	2.00	554	3,400	0.163	N-S(2): 0.163
	LT	1.00	48	1,700	0.028 *	E-W(1): 0.175 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.018
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.366
Northbound	RT	2.00	239	3,400	0.070	Lost Time: 0.100
	TH	2.00	555	3,400	0.163 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	72	0	0.000	ICU: 0.466
	TH	4.00	1,089	6,800	0.175 *	
	LT	0.00	30	1,700	0.018	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: CORDOVA STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.175 *
	TH	2.00	324	3,400	0.095	N-S(2): 0.095
	LT	1.00	20	1,700	0.012 *	E-W(1): 0.101 *
Westbound	RT	1.00	110	1,700	0.053	E-W(2): 0.053
	TH	0.00	0	0	0.000	
	LT	2.00	309	3,060	0.101 *	V/C: 0.276
Northbound	RT	0.00	116	0	0.000	Lost Time: 0.100
	TH	3.00	713	5,100	0.163 *	
	LT	1.00	0	1,700	0.000	
Eastbound	RT	1.00	0	1,700	0.000	ICU: 0.376
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	3	0	0.000	N-S(1): 0.160
	TH	2.00	590	3,400	0.174 *	N-S(2): 0.175 *
	LT	1.00	29	1,700	0.017	E-W(1): 0.209 *
Westbound	RT	1.00	122	1,700	0.055	E-W(2): 0.055
	TH	0.00	0	0	0.000	
	LT	2.00	638	3,060	0.208 *	V/C: 0.384
Northbound	RT	0.00	116	0	0.000	Lost Time: 0.100
	TH	3.00	613	5,100	0.143	
	LT	1.00	1	1,700	0.001 *	
Eastbound	RT	1.00	3	1,700	0.001 *	ICU: 0.484
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT							
North/South Street: ARROYO PARKWAY							
East/West Street: DEL MAR BOULEVARD							
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)							
Thru Lane:	1700 vph [1]					N-S Split Phase :	N
Left-Turn Lane:	1700 vph [1]					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle):	10
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	143	1,139	0.090	N-S(1): 0.222 *	
	TH	3.00	516	5,100	0.101	N-S(2): 0.176	
	LT	1.00	67	1,700	0.039 *	E-W(1): 0.289	
Westbound	RT	1.00	20	1,700	0.000	E-W(2): 0.306 *	
	TH	2.00	616	2,278	0.270 *	V/C: 0.528	
	LT	1.00	197	1,700	0.116	Lost Time: 0.100	
Northbound	RT	0.00	174	0	0.000		
	TH	3.00	761	5,100	0.183 *		
	LT	1.00	85	1,139	0.075		
Eastbound	RT	1.00	87	1,139	0.002	ICU: 0.628	
	TH	2.00	393	2,278	0.173		
	LT	1.00	41	1,139	0.036 *	LOS: B	
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	240	1,139	0.169	N-S(1): 0.218	
	TH	3.00	962	5,100	0.189 *	N-S(2): 0.299 *	
	LT	1.00	52	1,700	0.031	E-W(1): 0.377 *	
Westbound	RT	1.00	33	1,700	0.000	E-W(2): 0.275	
	TH	2.00	534	2,278	0.234	V/C: 0.676	
	LT	1.00	219	1,700	0.129 *	Lost Time: 0.100	
Northbound	RT	0.00	226	0	0.000		
	TH	3.00	728	5,100	0.187		
	LT	1.00	125	1,139	0.110 *		
Eastbound	RT	1.00	121	1,139	0.000	ICU: 0.776	
	TH	2.00	565	2,278	0.248 *		
	LT	1.00	47	1,139	0.041	LOS: C	

* = Critical Movement

[1] Capacity for approaches/movements delayed by the adjacent railroad crossing have been reduced to 1,139 vph.

Project: PASEO COLORADO REDEVELOPMENT PROJECT							
North/South Street: ARROYO PARKWAY							
East/West Street: CALIFORNIA BOULEVARD							
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)							
Thru Lane:	1700 vph [1]					N-S Split Phase :	N
Left-Turn Lane:	1700 vph [1]					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle):	10
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	25	0	0.000	N-S(1): 0.237	
	TH	3.00	653	4,539	0.149 *	N-S(2): 0.254 *	
	LT	1.00	30	1,700	0.018	E-W(1): 0.360	
Westbound	RT	0.00	22	0	0.000	E-W(2): 0.363 *	
	TH	2.00	748	2,278	0.338 *	V/C: 0.617	
	LT	1.00	322	1,700	0.189	Lost Time: 0.100	
Northbound	RT	0.00	193	0	0.000		
	TH	3.00	926	5,100	0.219		
	LT	1.00	120	1,139	0.105 *		
Eastbound	RT	1.00	101	1,139	0.000	ICU: 0.717	
	TH	2.00	390	2,278	0.171		
	LT	1.00	29	1,139	0.025 *	LOS: C	
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1): 0.271	
	TH	3.00	1,150	4,539	0.273 *	N-S(2): 0.381 *	
	LT	1.00	68	1,700	0.040	E-W(1): 0.476 *	
Westbound	RT	0.00	70	0	0.000	E-W(2): 0.324	
	TH	2.00	490	2,278	0.246	V/C: 0.857	
	LT	1.00	278	1,700	0.164 *	Lost Time: 0.100	
Northbound	RT	0.00	275	0	0.000		
	TH	3.00	902	5,100	0.231		
	LT	1.00	123	1,139	0.108 *		
Eastbound	RT	1.00	124	1,139	0.001	ICU: 0.957	
	TH	2.00	711	2,278	0.312 *		
	LT	1.00	89	1,139	0.078	LOS: E	

* = Critical Movement

[1] Capacity for approaches/movements delayed by the adjacent railroad crossing have been reduced to 1,139 vph.

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: MAPLE STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	72	0	0.000	N-S(1): 0.058
	TH	2.00	580	3,400	0.192 *	N-S(2): 0.241 *
	LT	0.00	0	0	0.000	E-W(1): 0.267 *
Westbound	RT	0.00	55	0	0.000	E-W(2): 0.240
	TH	1.55	577	2,631	0.240	V/C: 0.508
	LT	1.45	593	2,222	0.267 *	
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	198	3,400	0.058	
	LT	1.00	84	1,700	0.049 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.608
	TH	0.00	0	0	0.000 *	LOS: B
	LT	0.00	0	0	0.000	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	39	0	0.000	N-S(1): 0.109
	TH	2.00	280	3,400	0.094 *	N-S(2): 0.219 *
	LT	0.00	0	0	0.000	E-W(1): 0.206
Westbound	RT	0.00	116	0	0.000	E-W(2): 0.262 *
	TH	2.00	776	3,400	0.262 *	V/C: 0.481
	LT	1.00	350	1,700	0.206	
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	370	3,400	0.109	
	LT	1.00	212	1,700	0.125 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.581
	TH	0.00	0	0	0.000	LOS: A
	LT	0.00	0	0	0.000 *	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: CORSON STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.257
	TH	2.00	878	3,400	0.258 *	N-S(2): 0.258 *
	LT	1.00	306	1,700	0.180	E-W(1): 0.186 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.022
	TH	0.00	0	0	0.000	V/C: 0.444
	LT	0.00	0	0	0.000 *	
Northbound	RT	2.00	262	3,400	0.077	Lost Time: 0.100
	TH	2.00	226	3,400	0.066	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	184	0	0.000	ICU: 0.544
	TH	3.00	728	5,100	0.186 *	LOS: A
	LT	0.00	38	1,700	0.022	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.193 *
	TH	2.00	495	3,400	0.146	N-S(2): 0.146
	LT	1.00	110	1,700	0.065 *	E-W(1): 0.238 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.066
	TH	0.00	0	0	0.000	V/C: 0.431
	LT	0.00	0	0	0.000 *	
Northbound	RT	1.74	379	2,966	0.128	Lost Time: 0.100
	TH	2.26	490	3,834	0.128 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	131	0	0.000	ICU: 0.531
	TH	3.00	972	5,100	0.238 *	LOS: A
	LT	0.00	113	1,700	0.066	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: WALNUT STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	131	0	0.000	N-S(1): 0.181
	TH	2.00	922	3,400	0.310 *	N-S(2): 0.360 *
	LT	1.00	85	1,700	0.050	E-W(1): 0.266 *
Westbound	RT	1.00	46	1,700	0.000	E-W(2): 0.148
	TH	2.00	431	3,400	0.127	
	LT	1.00	67	1,700	0.039 *	V/C: 0.626
Northbound	RT	1.00	90	1,700	0.014	Lost Time: 0.100
	TH	2.00	445	3,400	0.131	
	LT	1.00	85	1,700	0.050 *	
Eastbound	RT	0.00	151	0	0.000	ICU: 0.726
	TH	2.00	620	3,400	0.227 *	
	LT	1.00	36	1,700	0.021	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	64	0	0.000	N-S(1): 0.255 *
	TH	2.00	518	3,400	0.171	N-S(2): 0.250
	LT	1.00	67	1,700	0.039 *	E-W(1): 0.347 *
Westbound	RT	1.00	92	1,700	0.015	E-W(2): 0.282
	TH	2.00	840	3,400	0.247	
	LT	1.00	102	1,700	0.060 *	V/C: 0.602
Northbound	RT	1.00	126	1,700	0.014	Lost Time: 0.100
	TH	2.00	735	3,400	0.216 *	
	LT	1.00	134	1,700	0.079	
Eastbound	RT	0.00	96	0	0.000	ICU: 0.702
	TH	2.00	881	3,400	0.287 *	
	LT	1.00	60	1,700	0.035	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: UNION STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	91	0	0.000	N-S(1): 0.166
	TH	2.00	632	3,400	0.213 *	N-S(2): 0.252 *
	LT	0.00	0	0	0.000	E-W(1): 0.019
Westbound	RT	0.00	25	0	0.000	E-W(2): 0.076 *
	TH	3.00	330	5,100	0.076 *	
	LT	0.00	33	1,700	0.019	V/C: 0.328
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	566	3,400	0.166	
	LT	1.00	66	1,700	0.039 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.428
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	61	0	0.000	N-S(1): 0.169
	TH	2.00	588	3,400	0.191 *	N-S(2): 0.216 *
	LT	0.00	0	0	0.000	E-W(1): 0.065
Westbound	RT	0.00	87	0	0.000	E-W(2): 0.201 *
	TH	3.00	826	5,100	0.201 *	
	LT	0.00	110	1,700	0.065	V/C: 0.417
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	573	3,400	0.169	
	LT	1.00	42	1,700	0.025 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.517
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	75	0	0.000	N-S(1): 0.156
	TH	2.00	566	3,400	0.189 *	N-S(2): 0.213 *
	LT	1.00	32	1,700	0.019	E-W(1): 0.179 *
Westbound	RT	1.00	38	1,700	0.004	E-W(2): 0.155
	TH	2.00	431	3,400	0.127	
	LT	1.00	106	1,700	0.062 *	V/C: 0.392
Northbound	RT	1.00	44	1,700	0.000	Lost Time: 0.100
	TH	2.00	466	3,400	0.137	
	LT	1.00	41	1,700	0.024 *	
Eastbound	RT	1.00	41	1,700	0.000	ICU: 0.492
	TH	2.00	398	3,400	0.117 *	
	LT	1.00	47	1,700	0.028	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	75	0	0.000	N-S(1): 0.224
	TH	2.00	593	3,400	0.196 *	N-S(2): 0.228 *
	LT	1.00	122	1,700	0.072	E-W(1): 0.273
Westbound	RT	1.00	67	1,700	0.000	E-W(2): 0.285 *
	TH	2.00	813	3,400	0.239 *	
	LT	1.00	118	1,700	0.069	V/C: 0.513
Northbound	RT	1.00	84	1,700	0.000	Lost Time: 0.100
	TH	2.00	518	3,400	0.152	
	LT	1.00	54	1,700	0.032 *	
Eastbound	RT	1.00	45	1,700	0.000	ICU: 0.613
	TH	2.00	693	3,400	0.204	
	LT	1.00	78	1,700	0.046 *	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: GREEN STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.300 *
	TH	2.00	420	3,400	0.124	N-S(2): 0.124
	LT	1.00	260	1,700	0.153 *	E-W(1): 0.119 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.046
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.419
Northbound	RT	1.00	110	1,700	0.065	Lost Time: 0.100
	TH	2.00	500	3,400	0.147 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	82	0	0.000	ICU: 0.519
	TH	4.00	727	6,800	0.119 *	
	LT	1.00	78	1,700	0.046	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.243 *
	TH	2.00	572	3,400	0.168	N-S(2): 0.168
	LT	1.00	175	1,700	0.103 *	E-W(1): 0.173 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.102
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.416
Northbound	RT	1.00	238	1,700	0.140 *	Lost Time: 0.100
	TH	2.00	469	3,400	0.138	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	224	0	0.000	ICU: 0.516
	TH	4.00	950	6,800	0.173 *	
	LT	1.00	173	1,700	0.102	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: CORDOVA STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	61	1,700	0.025	N-S(1): 0.344 *
	TH	1.00	396	1,700	0.233	N-S(2): 0.262
	LT	1.00	79	1,700	0.046 *	E-W(1): 0.071
Westbound	RT	0.00	165	0	0.000	E-W(2): 0.154 *
	TH	2.00	320	3,400	0.143 *	
	LT	1.00	55	1,700	0.032	V/C: 0.498
Northbound	RT	1.00	57	1,700	0.001	Lost Time: 0.100
	TH	1.00	507	1,700	0.298 *	
	LT	1.00	49	1,700	0.029	
Eastbound	RT	0.00	16	0	0.000	ICU: 0.598
	TH	2.00	118	3,400	0.039	
	LT	1.00	18	1,700	0.011 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	167	1,700	0.089	N-S(1): 0.313
	TH	1.00	562	1,700	0.331 *	N-S(2): 0.348 *
	LT	1.00	73	1,700	0.043	E-W(1): 0.115
Westbound	RT	0.00	158	0	0.000	E-W(2): 0.213 *
	TH	2.00	536	3,400	0.204 *	
	LT	1.00	123	1,700	0.072	V/C: 0.561
Northbound	RT	1.00	67	1,700	0.000	Lost Time: 0.100
	TH	1.00	459	1,700	0.270	
	LT	1.00	29	1,700	0.017 *	
Eastbound	RT	0.00	21	0	0.000	ICU: 0.661
	TH	2.00	126	3,400	0.043	
	LT	1.00	15	1,700	0.009 *	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: DEL MAR BOULEVARD						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	61	1,700	0.036	N-S(1): 0.324 *
	TH	1.00	367	1,700	0.216	N-S(2): 0.279
	LT	1.00	67	1,700	0.039 *	E-W(1): 0.234 *
Westbound	RT	0.00	58	0	0.000	E-W(2): 0.234 *
	TH	2.00	666	3,400	0.213 *	
	LT	1.00	120	1,700	0.071 *	V/C: 0.558
Northbound	RT	1.00	95	1,700	0.000	Lost Time: 0.100
	TH	1.00	485	1,700	0.285 *	
	LT	1.00	107	1,700	0.063	
Eastbound	RT	0.00	50	0	0.000	ICU: 0.658
	TH	2.00	504	3,400	0.163 *	
	LT	1.00	36	1,700	0.021 *	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	85	1,700	0.050	N-S(1): 0.288
	TH	1.00	562	1,700	0.331 *	N-S(2): 0.371 *
	LT	1.00	71	1,700	0.042	E-W(1): 0.290 *
Westbound	RT	0.00	39	0	0.000	E-W(2): 0.225
	TH	2.00	628	3,400	0.196	
	LT	1.00	110	1,700	0.065 *	V/C: 0.661
Northbound	RT	1.00	115	1,700	0.003	Lost Time: 0.100
	TH	1.00	419	1,700	0.246	
	LT	1.00	68	1,700	0.040 *	
Eastbound	RT	0.00	78	0	0.000	ICU: 0.761
	TH	2.00	687	3,400	0.225 *	
	LT	1.00	50	1,700	0.029	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: CALIFORNIA BOULEVARD						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph				N-S Split Phase : N		
Left-Turn Lane: 1700 vph				E-W Split Phase : N		
Dual LT Penalty: 10 %				Lost Time (% of cycle): 10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	65	1,700	0.011	N-S(1): 0.271
	TH	1.00	421	1,700	0.248 *	N-S(2): 0.304 *
	LT	1.00	29	1,700	0.017	E-W(1): 0.166
Westbound	RT	0.00	40	0	0.000	E-W(2): 0.318 *
	TH	2.00	949	3,400	0.291 *	
	LT	1.00	2	1,700	0.001	V/C: 0.622
Northbound	RT	1.00	73	1,700	0.042	Lost Time: 0.100
	TH	1.00	431	1,700	0.254	
	LT	1.00	95	1,700	0.056 *	
Eastbound	RT	0.00	64	0	0.000	ICU: 0.722
	TH	2.00	498	3,400	0.165	
	LT	1.00	46	1,700	0.027 *	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	74	1,700	0.010	N-S(1): 0.320
	TH	1.00	556	1,700	0.327 *	N-S(2): 0.363 *
	LT	1.00	64	1,700	0.038	E-W(1): 0.313 *
Westbound	RT	0.00	44	0	0.000	E-W(2): 0.254
	TH	2.00	703	3,400	0.220	
	LT	1.00	38	1,700	0.022 *	V/C: 0.676
Northbound	RT	1.00	190	1,700	0.089	Lost Time: 0.100
	TH	1.00	480	1,700	0.282	
	LT	1.00	61	1,700	0.036 *	
Eastbound	RT	0.00	77	0	0.000	ICU: 0.776
	TH	2.00	911	3,400	0.291 *	
	LT	1.00	57	1,700	0.034	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: GARFIELD AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph				N-S Split Phase : N		
Left-Turn Lane: 1700 vph				E-W Split Phase : N		
Dual LT Penalty: 10 %				Lost Time (% of cycle): 10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	24	1,700	0.000	N-S(1): 0.009 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	16	1,700	0.009 *	E-W(1): 0.152
Westbound	RT	1.00	30	1,700	0.008	E-W(2): 0.191 *
	TH	2.00	578	3,400	0.170 *	
	LT	0.00	0	0	0.000	V/C: 0.200
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.300
	TH	2.00	517	3,400	0.152	
	LT	1.00	36	1,700	0.021 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	48	1,700	0.010	N-S(1): 0.046 *
	TH	0.00	0	0	0.000	N-S(2): 0.010
	LT	1.00	79	1,700	0.046 *	E-W(1): 0.236
Westbound	RT	1.00	34	1,700	0.000	E-W(2): 0.270 *
	TH	2.00	856	3,400	0.252 *	
	LT	0.00	0	0	0.000	V/C: 0.316
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.416
	TH	2.00	801	3,400	0.236	
	LT	1.00	31	1,700	0.018 *	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: GARFIELD AVENUE						
East/West Street: GREEN STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.016 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	28	1,700	0.016 *	E-W(1): 0.167 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.097
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.183
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.283
	TH	4.00	972	6,800	0.167 *	
	LT	0.00	165	1,700	0.097	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.072 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	123	1,700	0.072 *	E-W(1): 0.208 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.049
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.280
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.380
	TH	4.00	1,328	6,800	0.208 *	
	LT	0.00	84	1,700	0.049	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EUCLID AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	21	0	0.000	N-S(1): 0.037
	TH	1.00	14	1,700	0.021 *	N-S(2): 0.039 *
	LT	1.00	22	1,700	0.013	E-W(1): 0.156
Westbound	RT	1.00	32	1,700	0.006	E-W(2): 0.205 *
	TH	2.00	576	3,400	0.169 *	
	LT	1.00	49	1,700	0.029	V/C: 0.244
Northbound	RT	1.00	30	1,700	0.000	Lost Time: 0.100
	TH	1.00	11	1,700	0.024	
	LT	0.00	30	1,700	0.018 *	
Eastbound	RT	1.00	29	1,700	0.000	ICU: 0.344
	TH	2.00	432	3,400	0.127	
	LT	1.00	62	1,700	0.036 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	36	0	0.000	N-S(1): 0.148 *
	TH	1.00	67	1,700	0.061	N-S(2): 0.119
	LT	1.00	91	1,700	0.054 *	E-W(1): 0.307 *
Westbound	RT	1.00	39	1,700	0.000	E-W(2): 0.258
	TH	2.00	815	3,400	0.240	
	LT	1.00	149	1,700	0.088 *	V/C: 0.455
Northbound	RT	1.00	126	1,700	0.000	Lost Time: 0.100
	TH	1.00	62	1,700	0.094 *	
	LT	0.00	98	1,700	0.058	
Eastbound	RT	1.00	126	1,700	0.016	ICU: 0.555
	TH	2.00	745	3,400	0.219 *	
	LT	1.00	30	1,700	0.018	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EUCLID AVENUE						
East/West Street: GREEN STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.043 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	15	1,700	0.009 *	E-W(1): 0.149 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.005
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.192
Northbound	RT	1.00	57	1,700	0.034 *	Lost Time: 0.100
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	65	0	0.000	ICU: 0.292
	TH	4.00	950	6,800	0.149 *	
	LT	1.00	8	1,700	0.005	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.066 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	29	1,700	0.017 *	E-W(1): 0.209 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.023
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.275
Northbound	RT	1.00	84	1,700	0.049 *	Lost Time: 0.100
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	77	0	0.000	ICU: 0.375
	TH	4.00	1,342	6,800	0.209 *	
	LT	1.00	39	1,700	0.023	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: MAPLE STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	137	0	0.000	N-S(1): 0.098
	TH	2.00	616	3,400	0.221 *	N-S(2): 0.277 *
	LT	0.00	0	0	0.000	E-W(1): 0.156
Westbound	RT	0.00	51	0	0.000	E-W(2): 0.177 *
	TH	2.00	285	3,400	0.177 *	
	LT	0.00	265	1,700	0.156	V/C: 0.454
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	333	3,400	0.098	
	LT	1.00	95	1,700	0.056 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.554
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	89	0	0.000	N-S(1): 0.212
	TH	2.00	455	3,400	0.160 *	N-S(2): 0.316 *
	LT	0.00	0	0	0.000	E-W(1): 0.068
Westbound	RT	0.00	83	0	0.000	E-W(2): 0.156 *
	TH	2.00	332	3,400	0.156 *	
	LT	0.00	116	1,700	0.068	V/C: 0.472
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	720	3,400	0.212	
	LT	1.00	265	1,700	0.156 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.572
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: CORSON STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph				N-S Split Phase : N		
Left-Turn Lane: 1700 vph				E-W Split Phase : N		
Dual LT Penalty: 10 %				Lost Time (% of cycle): 10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.156
	TH	2.00	852	3,400	0.251 *	N-S(2): 0.251 *
	LT	1.00	81	1,700	0.048	E-W(1): 0.152 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.023
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.403
Northbound	RT	1.00	126	1,700	0.074	Lost Time: 0.100
	TH	2.00	368	3,400	0.108	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	259	1,700	0.152 *	ICU: 0.503
	TH	2.00	172	1,700	0.124	
	LT	0.00	39	1,700	0.023	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.260 *
	TH	2.00	526	3,400	0.155	N-S(2): 0.155
	LT	1.00	38	1,700	0.022 *	E-W(1): 0.266 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.102
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.526
Northbound	RT	1.00	195	1,700	0.115	Lost Time: 0.100
	TH	2.00	810	3,400	0.238 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	135	0	0.000	ICU: 0.626
	TH	2.00	595	3,400	0.266 *	
	LT	0.00	174	1,700	0.102	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: WALNUT STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph				N-S Split Phase : N		
Left-Turn Lane: 1700 vph				E-W Split Phase : N		
Dual LT Penalty: 10 %				Lost Time (% of cycle): 10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	109	1,700	0.022	N-S(1): 0.189
	TH	2.00	782	3,400	0.230 *	N-S(2): 0.304 *
	LT	1.00	88	1,700	0.052	E-W(1): 0.165
Westbound	RT	0.00	105	0	0.000	E-W(2): 0.219 *
	TH	2.00	498	3,400	0.177 *	
	LT	1.00	92	1,700	0.054	V/C: 0.523
Northbound	RT	1.00	74	1,700	0.000	Lost Time: 0.100
	TH	2.00	466	3,400	0.137	
	LT	1.00	126	1,700	0.074 *	
Eastbound	RT	1.00	152	1,700	0.015	ICU: 0.623
	TH	2.00	377	3,400	0.111	
	LT	1.00	72	1,700	0.042 *	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	117	1,700	0.007	N-S(1): 0.287 *
	TH	2.00	539	3,400	0.159	N-S(2): 0.249
	LT	1.00	91	1,700	0.054 *	E-W(1): 0.224
Westbound	RT	0.00	179	0	0.000	E-W(2): 0.301 *
	TH	2.00	635	3,400	0.239 *	
	LT	1.00	73	1,700	0.043	V/C: 0.588
Northbound	RT	1.00	116	1,700	0.025	Lost Time: 0.100
	TH	2.00	791	3,400	0.233 *	
	LT	1.00	153	1,700	0.090	
Eastbound	RT	1.00	132	1,700	0.000	ICU: 0.688
	TH	2.00	616	3,400	0.181	
	LT	1.00	105	1,700	0.062 *	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: UNION STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	328	1,700	0.193	N-S(1): 0.157
	TH	2.00	664	3,400	0.195 *	N-S(2): 0.274 *
	LT	0.00	0	0	0.000	E-W(1): 0.032
Westbound	RT	1.00	97	1,700	0.057	E-W(2): 0.099 *
	TH	3.00	503	5,100	0.099 *	
	LT	1.00	54	1,700	0.032	V/C: 0.373
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	533	3,400	0.157	
	LT	1.00	134	1,700	0.079 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.473
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	195	1,700	0.115	N-S(1): 0.261 *
	TH	2.00	594	3,400	0.175	N-S(2): 0.240
	LT	0.00	0	0	0.000 *	E-W(1): 0.062
Westbound	RT	1.00	218	1,700	0.128 *	E-W(2): 0.128 *
	TH	3.00	561	5,100	0.110	
	LT	1.00	106	1,700	0.062	V/C: 0.389
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	888	3,400	0.261 *	
	LT	1.00	111	1,700	0.065	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.489
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	101	1,700	0.005	N-S(1): 0.224 *
	TH	2.00	549	3,400	0.161	N-S(2): 0.221
	LT	1.00	85	1,700	0.050 *	E-W(1): 0.147
Westbound	RT	1.00	71	1,700	0.000	E-W(2): 0.194 *
	TH	2.00	471	3,400	0.139 *	
	LT	1.00	69	1,700	0.041	V/C: 0.418
Northbound	RT	1.00	73	1,700	0.002	Lost Time: 0.100
	TH	2.00	591	3,400	0.174 *	
	LT	1.00	102	1,700	0.060	
Eastbound	RT	1.00	46	1,700	0.000	ICU: 0.518
	TH	2.00	362	3,400	0.106	
	LT	1.00	93	1,700	0.055 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	135	1,700	0.018	N-S(1): 0.268 *
	TH	2.00	541	3,400	0.159	N-S(2): 0.260
	LT	1.00	101	1,700	0.059 *	E-W(1): 0.261
Westbound	RT	1.00	100	1,700	0.000	E-W(2): 0.283 *
	TH	2.00	754	3,400	0.222 *	
	LT	1.00	64	1,700	0.038	V/C: 0.551
Northbound	RT	1.00	73	1,700	0.005	Lost Time: 0.100
	TH	2.00	710	3,400	0.209 *	
	LT	1.00	172	1,700	0.101	
Eastbound	RT	1.00	135	1,700	0.000	ICU: 0.651
	TH	2.00	759	3,400	0.223	
	LT	1.00	104	1,700	0.061 *	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: GREEN STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.274 *
	TH	2.00	520	3,400	0.153	N-S(2): 0.153
	LT	1.00	151	1,700	0.089 *	E-W(1): 0.152 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.103
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.426
Northbound	RT	0.00	44	0	0.000	Lost Time: 0.100
	TH	2.00	586	3,400	0.185 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	66	1,700	0.039	ICU: 0.526
	TH	3.00	773	5,100	0.152 *	
	LT	1.00	175	1,700	0.103	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.263 *
	TH	2.00	632	3,400	0.186	N-S(2): 0.186
	LT	1.00	97	1,700	0.057 *	E-W(1): 0.203 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.161
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.466
Northbound	RT	0.00	28	0	0.000	Lost Time: 0.100
	TH	2.00	673	3,400	0.206 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	162	1,700	0.095	ICU: 0.566
	TH	3.00	1,034	5,100	0.203 *	
	LT	1.00	273	1,700	0.161	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: CORDOVA STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	142	0	0.000	N-S(1): 0.240 *
	TH	2.00	345	3,400	0.143	N-S(2): 0.181
	LT	1.00	91	1,700	0.054 *	E-W(1): 0.076
Westbound	RT	0.00	73	0	0.000	E-W(2): 0.161 *
	TH	2.00	390	3,400	0.136 *	
	LT	1.00	39	1,700	0.023	V/C: 0.401
Northbound	RT	0.00	57	0	0.000	Lost Time: 0.100
	TH	2.00	574	3,400	0.186 *	
	LT	1.00	64	1,700	0.038	
Eastbound	RT	0.00	14	0	0.000	ICU: 0.501
	TH	2.00	165	3,400	0.053	
	LT	1.00	42	1,700	0.025 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	172	0	0.000	N-S(1): 0.217
	TH	2.00	547	3,400	0.211 *	N-S(2): 0.221 *
	LT	1.00	102	1,700	0.060	E-W(1): 0.139
Westbound	RT	0.00	86	0	0.000	E-W(2): 0.212 *
	TH	2.00	550	3,400	0.187 *	
	LT	1.00	98	1,700	0.058	V/C: 0.433
Northbound	RT	0.00	32	0	0.000	Lost Time: 0.100
	TH	2.00	501	3,400	0.157	
	LT	1.00	17	1,700	0.010 *	
Eastbound	RT	0.00	34	0	0.000	ICU: 0.533
	TH	2.00	242	3,400	0.081	
	LT	1.00	43	1,700	0.025 *	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: DEL MAR BOULEVARD						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph				N-S Split Phase : N		
Left-Turn Lane: 1700 vph				E-W Split Phase : N		
Dual LT Penalty: 10 %				Lost Time (% of cycle): 10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	35	1,700	0.000	N-S(1): 0.322 * N-S(2): 0.198 E-W(1): 0.221 E-W(2): 0.297 * V/C: 0.619 Lost Time: 0.100
	TH	1.00	263	1,700	0.155	
	LT	1.00	74	1,700	0.044 *	
Westbound	RT	0.00	106	0	0.000	V/C: 0.619 Lost Time: 0.100
	TH	2.00	774	3,400	0.259 *	
	LT	1.00	68	1,700	0.040	
Northbound	RT	1.00	52	1,700	0.000	ICU: 0.719 LOS: C
	TH	1.00	472	1,700	0.278 *	
	LT	1.00	73	1,700	0.043	
Eastbound	RT	0.00	41	0	0.000	LOS: C
	TH	2.00	574	3,400	0.181	
	LT	1.00	64	1,700	0.038 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	96	1,700	0.019	N-S(1): 0.281 * N-S(2): 0.248 E-W(1): 0.305 * E-W(2): 0.273 V/C: 0.586 Lost Time: 0.100
	TH	1.00	389	1,700	0.229	
	LT	1.00	93	1,700	0.055 *	
Westbound	RT	0.00	98	0	0.000	V/C: 0.586 Lost Time: 0.100
	TH	2.00	700	3,400	0.235	
	LT	1.00	81	1,700	0.048 *	
Northbound	RT	1.00	67	1,700	0.000	ICU: 0.686 LOS: B
	TH	1.00	384	1,700	0.226 *	
	LT	1.00	32	1,700	0.019	
Eastbound	RT	0.00	44	0	0.000	LOS: B
	TH	2.00	831	3,400	0.257 *	
	LT	1.00	64	1,700	0.038	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: CALIFORNIA BOULEVARD						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph				N-S Split Phase : N		
Left-Turn Lane: 1700 vph				E-W Split Phase : N		
Dual LT Penalty: 10 %				Lost Time (% of cycle): 10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	84	1,700	0.012	N-S(1): 0.280 * N-S(2): 0.234 E-W(1): 0.206 E-W(2): 0.297 * V/C: 0.577 Lost Time: 0.100
	TH	1.00	331	1,700	0.210	
	LT	0.00	26	1,700	0.015 *	
Westbound	RT	0.00	90	0	0.000	V/C: 0.577 Lost Time: 0.100
	TH	2.00	790	3,400	0.259 *	
	LT	1.00	12	1,700	0.007	
Northbound	RT	1.00	110	1,700	0.058	ICU: 0.677 LOS: B
	TH	1.00	409	1,700	0.265 *	
	LT	0.00	41	1,700	0.024	
Eastbound	RT	0.00	26	0	0.000	LOS: B
	TH	2.00	650	3,400	0.199	
	LT	1.00	64	1,700	0.038 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	53	1,700	0.000	N-S(1): 0.234 N-S(2): 0.256 * E-W(1): 0.330 * E-W(2): 0.272 V/C: 0.586 Lost Time: 0.100
	TH	1.00	381	1,700	0.239 *	
	LT	0.00	25	1,700	0.015	
Westbound	RT	0.00	55	0	0.000	V/C: 0.586 Lost Time: 0.100
	TH	2.00	696	3,400	0.221	
	LT	1.00	31	1,700	0.018 *	
Northbound	RT	1.00	123	1,700	0.054	ICU: 0.686 LOS: B
	TH	1.00	343	1,700	0.219	
	LT	0.00	29	1,700	0.017 *	
Eastbound	RT	0.00	40	0	0.000	LOS: B
	TH	2.00	1,022	3,400	0.312 *	
	LT	1.00	87	1,700	0.051	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EL MOLINO AVENUE						
East/West Street: MAPLE STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	50	0	0.000	N-S(1): 0.076
	TH	2.00	248	3,400	0.088 *	N-S(2): 0.107 *
	LT	0.00	0	0	0.000	E-W(1): 0.075
Westbound	RT	0.00	18	0	0.000	E-W(2): 0.199 *
	TH	2.00	531	3,400	0.199 *	
	LT	0.00	127	1,700	0.075	V/C: 0.306
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	1.00	129	1,700	0.076	
	LT	1.00	33	1,700	0.019 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.406
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	24	0	0.000	N-S(1): 0.185 *
	TH	2.00	137	3,400	0.047	N-S(2): 0.094
	LT	0.00	0	0	0.000 *	E-W(1): 0.066
Westbound	RT	0.00	39	0	0.000	E-W(2): 0.184 *
	TH	2.00	476	3,400	0.184 *	
	LT	0.00	112	1,700	0.066	V/C: 0.369
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	1.00	314	1,700	0.185 *	
	LT	1.00	80	1,700	0.047	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.469
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EL MOLINO AVENUE						
East/West Street: CORSON STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.124 *
	TH	2.00	320	3,400	0.094	N-S(2): 0.094
	LT	1.00	78	1,700	0.046 *	E-W(1): 0.105 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.016
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.229
Northbound	RT	1.00	46	1,700	0.027	Lost Time: 0.100
	TH	1.00	133	1,700	0.078 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	61	0	0.000	ICU: 0.329
	TH	2.00	270	3,400	0.105 *	
	LT	0.00	27	1,700	0.016	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.209 *
	TH	2.00	207	3,400	0.061	N-S(2): 0.061
	LT	1.00	37	1,700	0.022 *	E-W(1): 0.244 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.044
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.453
Northbound	RT	1.00	73	1,700	0.043	Lost Time: 0.100
	TH	1.00	318	1,700	0.187 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	51	0	0.000	ICU: 0.553
	TH	2.00	706	3,400	0.244 *	
	LT	0.00	74	1,700	0.044	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EL MOLINO AVENUE						
East/West Street: WALNUT STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	84	0	0.000	N-S(1): 0.100
	TH	1.00	315	1,700	0.239 *	N-S(2): 0.244 *
	LT	0.00	7	1,700	0.004	E-W(1): 0.150
Westbound	RT	0.00	22	0	0.000	E-W(2): 0.202 *
	TH	2.00	641	3,400	0.195 *	V/C: 0.446
	LT	1.00	45	1,700	0.026	Lost Time: 0.100
Northbound	RT	0.00	13	0	0.000	ICU: 0.546
	TH	1.00	142	1,700	0.096	
	LT	0.00	8	1,700	0.005 *	
Eastbound	RT	0.00	62	0	0.000	LOS: A
	TH	2.00	358	3,400	0.124	
	LT	1.00	12	1,700	0.007 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	63	0	0.000	N-S(1): 0.199 *
	TH	1.00	189	1,700	0.157	N-S(2): 0.166
	LT	0.00	15	1,700	0.009 *	E-W(1): 0.273 *
Westbound	RT	0.00	61	0	0.000	E-W(2): 0.236
	TH	2.00	663	3,400	0.213	V/C: 0.472
	LT	1.00	42	1,700	0.025 *	Lost Time: 0.100
Northbound	RT	0.00	55	0	0.000	ICU: 0.572
	TH	1.00	252	1,700	0.190 *	
	LT	0.00	16	1,700	0.009	
Eastbound	RT	0.00	70	0	0.000	LOS: A
	TH	2.00	772	3,400	0.248 *	
	LT	1.00	39	1,700	0.023	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EL MOLINO AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	29	0	0.000	N-S(1): 0.148
	TH	1.00	215	1,700	0.156 *	N-S(2): 0.171 *
	LT	0.00	21	1,700	0.012	E-W(1): 0.131
Westbound	RT	1.00	41	1,700	0.012	E-W(2): 0.194 *
	TH	2.00	613	3,400	0.180 *	V/C: 0.365
	LT	1.00	40	1,700	0.024	Lost Time: 0.100
Northbound	RT	0.00	25	0	0.000	ICU: 0.465
	TH	1.00	181	1,700	0.136	
	LT	0.00	26	1,700	0.015 *	
Eastbound	RT	1.00	18	1,700	0.000	LOS: A
	TH	2.00	365	3,400	0.107	
	LT	1.00	23	1,700	0.014 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	48	0	0.000	N-S(1): 0.191
	TH	1.00	243	1,700	0.204 *	N-S(2): 0.223 *
	LT	0.00	56	1,700	0.033	E-W(1): 0.274
Westbound	RT	1.00	50	1,700	0.000	E-W(2): 0.281 *
	TH	2.00	837	3,400	0.246 *	V/C: 0.504
	LT	1.00	41	1,700	0.024	Lost Time: 0.100
Northbound	RT	0.00	42	0	0.000	ICU: 0.604
	TH	1.00	193	1,700	0.158	
	LT	0.00	33	1,700	0.019 *	
Eastbound	RT	1.00	29	1,700	0.000	LOS: B
	TH	2.00	849	3,400	0.250	
	LT	1.00	59	1,700	0.035 *	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT							
North/South Street: LAKE AVENUE							
East/West Street: MAPLE STREET							
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)							
Thru Lane:	1700 vph					N-S Split Phase :	N
Left-Turn Lane:	1700 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle):	10
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	538	1,700	0.316 *	N-S(1): 0.191	
	TH	2.00	705	3,400	0.207	N-S(2): 0.450 *	
	LT	0.00	0	0	0.000	E-W(1): 0.358 *	
Westbound	RT	1.00	163	1,700	0.096	E-W(2): 0.322	
	TH	1.74	955	2,964	0.322	V/C: 0.808	
	LT	1.26	688	1,922	0.358 *	Lost Time: 0.100	
Northbound	RT	0.00	0	0	0.000	ICU: 0.908	
	TH	2.00	651	3,400	0.191	LOS: E	
	LT	2.00	411	3,060	0.134 *		
Eastbound	RT	0.00	0	0	0.000		
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	358	1,700	0.211	N-S(1): 0.413	
	TH	2.00	716	3,400	0.211 *	N-S(2): 0.431 *	
	LT	0.00	0	0	0.000	E-W(1): 0.235 *	
Westbound	RT	1.00	238	1,700	0.140	E-W(2): 0.211	
	TH	1.78	638	3,018	0.211	V/C: 0.666	
	LT	1.22	440	1,873	0.235 *	Lost Time: 0.100	
Northbound	RT	0.00	0	0	0.000	ICU: 0.766	
	TH	2.00	1,403	3,400	0.413	LOS: C	
	LT	2.00	674	3,060	0.220 *		
Eastbound	RT	0.00	0	0	0.000		
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT							
North/South Street: LAKE AVENUE							
East/West Street: CORSON STREET							
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)							
Thru Lane:	1700 vph					N-S Split Phase :	N
Left-Turn Lane:	1700 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle):	10
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.238 *	
	TH	3.00	1,051	5,100	0.206	N-S(2): 0.206	
	LT	2.00	351	3,060	0.115 *	E-W(1): 0.241	
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.266 *	
	TH	0.00	0	0	0.000 *	V/C: 0.504	
	LT	0.00	0	0	0.000	Lost Time: 0.100	
Northbound	RT	1.33	279	2,262	0.123	ICU: 0.604	
	TH	1.67	350	2,838	0.123 *	LOS: B	
	Left-Turns at Maple	TH	2.00	232	3,400	0.068	
Eastbound	RT	2.00	934	3,400	0.241		
	TH	1.87	761	3,179	0.239		
	LT	1.13	460	1,729	0.266 *		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.300 *	
	TH	3.00	957	5,100	0.188	N-S(2): 0.188	
	LT	2.00	196	3,060	0.064 *	E-W(1): 0.328	
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.365 *	
	TH	0.00	0	0	0.000 *	V/C: 0.665	
	LT	0.00	0	0	0.000	Lost Time: 0.100	
Northbound	RT	1.00	310	1,700	0.182	ICU: 0.765	
	TH	2.00	801	3,400	0.236 *	LOS: C	
	Left-Turns at Maple	TH	2.00	383	3,400	0.113	
Eastbound	RT	1.10	614	1,869	0.226		
	TH	2.30	1,287	3,918	0.328		
	LT	1.60	891	2,441	0.365 *		

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: WALNUT STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	95	0	0.000	N-S(1): 0.197
	TH	3.00	1,775	5,100	0.367 *	N-S(2): 0.412 *
	LT	1.00	112	1,700	0.066	E-W(1): 0.143
Westbound	RT	0.00	59	0	0.000	E-W(2): 0.265 *
	TH	2.00	693	3,400	0.221 *	V/C: 0.677
	LT	1.00	92	1,700	0.054	
Northbound	RT	1.00	49	1,700	0.000	Lost Time: 0.100
	TH	3.00	669	5,100	0.131	ICU: 0.777
	LT	1.00	77	1,700	0.045 *	
Eastbound	RT	0.00	52	0	0.000	LOS: C
	TH	2.00	250	3,400	0.089	
	LT	2.00	136	3,060	0.044 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	105	0	0.000	N-S(1): 0.308 *
	TH	3.00	1,298	5,100	0.275 *	N-S(2): 0.308 *
	LT	1.00	163	1,700	0.096	E-W(1): 0.229
Westbound	RT	0.00	104	0	0.000	E-W(2): 0.269 *
	TH	2.00	454	3,400	0.164 *	V/C: 0.577
	LT	1.00	30	1,700	0.018	
Northbound	RT	1.00	99	1,700	0.041	Lost Time: 0.100
	TH	3.00	1,082	5,100	0.212	ICU: 0.677
	LT	1.00	56	1,700	0.033 *	
Eastbound	RT	0.00	48	0	0.000	LOS: B
	TH	2.00	670	3,400	0.211	
	LT	2.00	320	3,060	0.105 *	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	186	1,700	0.031	N-S(1): 0.220
	TH	2.00	934	3,400	0.275 *	N-S(2): 0.336 *
	LT	1.00	120	1,700	0.071	E-W(1): 0.116
Westbound	RT	1.00	125	1,700	0.003	E-W(2): 0.232 *
	TH	2.00	519	3,400	0.153 *	V/C: 0.568
	LT	1.00	90	1,700	0.053	
Northbound	RT	0.00	41	0	0.000	Lost Time: 0.100
	TH	3.00	720	5,100	0.149	ICU: 0.668
	LT	1.00	104	1,700	0.061 *	
Eastbound	RT	1.00	50	1,700	0.000	LOS: B
	TH	2.00	214	3,400	0.063	
	LT	1.00	134	1,700	0.079 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	244	1,700	0.028	N-S(1): 0.336 *
	TH	2.00	868	3,400	0.255	N-S(2): 0.333
	LT	1.00	226	1,700	0.133 *	E-W(1): 0.251
Westbound	RT	1.00	190	1,700	0.000	E-W(2): 0.282 *
	TH	2.00	563	3,400	0.166 *	V/C: 0.618
	LT	1.00	92	1,700	0.054	
Northbound	RT	0.00	98	0	0.000	Lost Time: 0.100
	TH	3.00	939	5,100	0.203 *	ICU: 0.718
	LT	1.00	132	1,700	0.078	
Eastbound	RT	1.00	139	1,700	0.004	LOS: C
	TH	2.00	669	3,400	0.197	
	LT	1.00	197	1,700	0.116 *	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: DEL MAR BOULEVARD						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	208	1,700	0.050	N-S(1): 0.234 *
	TH	2.00	394	3,400	0.116	N-S(2): 0.169
	LT	1.00	83	1,700	0.049 *	E-W(1): 0.167
Westbound	RT	1.00	141	1,700	0.034	E-W(2): 0.333 *
	TH	2.00	886	3,400	0.261 *	
	LT	1.00	63	1,700	0.037	V/C: 0.567
Northbound	RT	0.00	70	0	0.000	Lost Time: 0.100
	TH	2.00	559	3,400	0.185 *	
	LT	1.00	90	1,700	0.053	
Eastbound	RT	1.00	76	1,700	0.000	ICU: 0.667
	TH	2.00	443	3,400	0.130	
	LT	1.00	123	1,700	0.072 *	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	125	1,700	0.008	N-S(1): 0.298 *
	TH	2.00	593	3,400	0.174	N-S(2): 0.229
	LT	1.00	203	1,700	0.119 *	E-W(1): 0.305 *
Westbound	RT	1.00	108	1,700	0.000	E-W(2): 0.227
	TH	2.00	552	3,400	0.162	
	LT	1.00	89	1,700	0.052 *	V/C: 0.603
Northbound	RT	0.00	109	0	0.000	Lost Time: 0.100
	TH	2.00	499	3,400	0.179 *	
	LT	1.00	94	1,700	0.055	
Eastbound	RT	1.00	107	1,700	0.008	ICU: 0.703
	TH	2.00	861	3,400	0.253 *	
	LT	1.00	111	1,700	0.065	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: CALIFORNIA BOULEVARD						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	154	1,700	0.008	N-S(1): 0.207
	TH	1.00	332	1,700	0.195 *	N-S(2): 0.282 *
	LT	1.00	82	1,700	0.048	E-W(1): 0.285
Westbound	RT	1.00	91	1,700	0.005	E-W(2): 0.408 *
	TH	1.00	554	1,700	0.326 *	
	LT	1.00	72	1,700	0.042	V/C: 0.690
Northbound	RT	0.00	89	0	0.000	Lost Time: 0.100
	TH	2.00	451	3,400	0.159	
	LT	1.00	148	1,700	0.087 *	
Eastbound	RT	1.00	113	1,700	0.000	ICU: 0.790
	TH	1.00	413	1,700	0.243	
	LT	1.00	140	1,700	0.082 *	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	343	1,700	0.106	N-S(1): 0.206
	TH	1.00	487	1,700	0.286 *	N-S(2): 0.360 *
	LT	1.00	120	1,700	0.071	E-W(1): 0.464 *
Westbound	RT	1.00	80	1,700	0.000	E-W(2): 0.357
	TH	1.00	446	1,700	0.262	
	LT	1.00	100	1,700	0.059 *	V/C: 0.824
Northbound	RT	0.00	100	0	0.000	Lost Time: 0.100
	TH	2.00	360	3,400	0.135	
	LT	1.00	125	1,700	0.074 *	
Eastbound	RT	1.00	126	1,700	0.001	ICU: 0.924
	TH	1.00	688	1,700	0.405 *	
	LT	1.00	162	1,700	0.095	LOS: E

* = Critical Movement

APPENDIX F3

**ICU Worksheets – Cumulative (2016) without Project (with Macy’s Trip Credits)
Conditions**

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: FAIR OAKS AVENUE						
East/West Street: MAPLE STREET						
Scenario: CUMULATIVE (2016) BASE CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	441	0	0.000	N-S(1): 0.125
	TH	3.00	1,278	5,100	0.337 *	N-S(2): 0.446 *
	LT	0.00	0	0	0.000	E-W(1): 0.189 *
Westbound	RT	1.00	207	1,700	0.122	E-W(2): 0.170
	TH	1.85	534	3,145	0.170	
	LT	1.15	332	1,760	0.189 *	
Northbound	RT	0.00	0	0	0.000	V/C: 0.635
	TH	2.00	424	3,400	0.125	Lost Time: 0.100
	LT	2.00	335	3,060	0.109 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.735
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	410	1,700	0.241 *	N-S(1): 0.304
	TH	3.00	816	3,400	0.240	N-S(2): 0.410 *
	LT	0.00	0	0	0.000	E-W(1): 0.166
Westbound	RT	1.00	226	1,700	0.133	E-W(2): 0.214 *
	TH	2.00	729	3,400	0.214 *	
	LT	1.00	282	1,700	0.166	
Northbound	RT	0.00	0	0	0.000	V/C: 0.624
	TH	2.00	1,034	3,400	0.304	Lost Time: 0.100
	LT	2.00	518	3,060	0.169 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.723
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: FAIR OAKS AVENUE						
East/West Street: CORSON STREET						
Scenario: CUMULATIVE (2016) BASE CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.266 *
	TH	3.00	1,328	5,100	0.260	N-S(2): 0.260
	LT	1.00	280	1,700	0.165 *	E-W(1): 0.256 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.140
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.522
Northbound	RT	1.00	156	1,700	0.092	Lost Time: 0.100
	TH	3.00	517	5,100	0.101 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	434	1,700	0.255	ICU: 0.622
	TH	2.00	871	3,400	0.256 *	
	LT	1.00	238	1,700	0.140	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.352 *
	TH	3.00	846	5,100	0.166	N-S(2): 0.166
	LT	1.00	202	1,700	0.119 *	E-W(1): 0.258 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.239
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.610
Northbound	RT	1.00	344	1,700	0.202	Lost Time: 0.100
	TH	3.00	1,186	5,100	0.233 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	304	1,700	0.179	ICU: 0.710
	TH	2.00	876	3,400	0.258 *	
	LT	1.00	407	1,700	0.239	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: FAIR OAKS AVENUE						
East/West Street: WALNUT STREET						
Scenario: CUMULATIVE (2016) BASE CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	162	0	0.000	N-S(1): 0.309
	TH	3.00	1,290	5,100	0.285 *	N-S(2): 0.331 *
	LT	1.00	308	1,700	0.181	E-W(1): 0.310 *
Westbound	RT	1.00	156	1,700	0.000	E-W(2): 0.150
	TH	2.00	348	3,400	0.102	
	LT	1.00	115	1,700	0.068 *	V/C: 0.641
Northbound	RT	1.00	101	1,700	0.000	Lost Time: 0.100
	TH	2.00	436	3,400	0.128	
	LT	1.00	79	1,700	0.046 *	
Eastbound	RT	0.00	107	0	0.000	ICU: 0.741
	TH	2.00	716	3,400	0.242 *	
	LT	1.00	81	1,700	0.048	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	120	0	0.000	N-S(1): 0.432 *
	TH	3.00	824	5,100	0.185	N-S(2): 0.281
	LT	1.00	250	1,700	0.147 *	E-W(1): 0.256
Westbound	RT	1.00	282	1,700	0.019	E-W(2): 0.374 *
	TH	2.00	883	3,400	0.260 *	
	LT	1.00	106	1,700	0.062	V/C: 0.806
Northbound	RT	1.00	128	1,700	0.013	Lost Time: 0.100
	TH	2.00	969	3,400	0.285 *	
	LT	1.00	164	1,700	0.096	
Eastbound	RT	0.00	78	0	0.000	ICU: 0.906
	TH	2.00	580	3,400	0.194	
	LT	1.00	194	1,700	0.114 *	LOS: E

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: COLORADO BOULEVARD						
Scenario: CUMULATIVE (2016) BASE CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	8	1,700	0.000	N-S(1): 0.087
	TH	2.00	221	3,400	0.067 *	N-S(2): 0.128 *
	LT	0.00	6	1,700	0.004	E-W(1): 0.262 *
Westbound	RT	1.00	29	1,700	0.014	E-W(2): 0.145
	TH	2.00	441	3,400	0.130	
	LT	1.00	207	1,700	0.122 *	V/C: 0.390
Northbound	RT	1.00	232	1,700	0.015	Lost Time: 0.100
	TH	2.00	179	3,400	0.083	
	LT	0.00	104	1,700	0.061 *	
Eastbound	RT	0.00	69	0	0.000	ICU: 0.490
	TH	2.00	407	3,400	0.140 *	
	LT	1.00	25	1,700	0.015	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	40	1,700	0.012	N-S(1): 0.155
	TH	2.00	349	3,400	0.110 *	N-S(2): 0.215 *
	LT	0.00	25	1,700	0.015	E-W(1): 0.424 *
Westbound	RT	1.00	47	1,700	0.013	E-W(2): 0.251
	TH	2.00	811	3,400	0.239	
	LT	1.00	332	1,700	0.195 *	V/C: 0.639
Northbound	RT	1.00	274	1,700	0.000	Lost Time: 0.100
	TH	2.00	299	3,400	0.140	
	LT	0.00	178	1,700	0.105 *	
Eastbound	RT	0.00	80	0	0.000	ICU: 0.739
	TH	2.00	699	3,400	0.229 *	
	LT	1.00	20	1,700	0.012	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: GREEN STREET						
Scenario: CUMULATIVE (2016) BASE CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.192 *
	TH	2.00	370	3,400	0.109	N-S(2): 0.109
	LT	1.00	88	1,700	0.052 *	E-W(1): 0.095 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.014
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.287
Northbound	RT	2.00	440	3,400	0.129	Lost Time: 0.100
	TH	2.00	475	3,400	0.140 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	69	0	0.000	ICU: 0.387
	TH	4.00	555	6,800	0.095 *	
	LT	0.00	23	1,700	0.014	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.226 *
	TH	2.00	684	3,400	0.201	N-S(2): 0.201
	LT	1.00	66	1,700	0.039 *	E-W(1): 0.196 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.018
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.422
Northbound	RT	2.00	324	3,400	0.095	Lost Time: 0.100
	TH	2.00	635	3,400	0.187 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	85	0	0.000	ICU: 0.522
	TH	4.00	1,220	6,800	0.196 *	
	LT	0.00	31	1,700	0.018	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: CORDOVA STREET						
Scenario: CUMULATIVE (2016) BASE CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.208 *
	TH	2.00	413	3,400	0.121	N-S(2): 0.121
	LT	1.00	26	1,700	0.015 *	E-W(1): 0.118 *
Westbound	RT	1.00	114	1,700	0.052	E-W(2): 0.052
	TH	0.00	0	0	0.000	
	LT	2.00	361	3,060	0.118 *	V/C: 0.326
Northbound	RT	0.00	146	0	0.000	Lost Time: 0.100
	TH	3.00	837	5,100	0.193 *	
	LT	1.00	0	1,700	0.000	
Eastbound	RT	1.00	0	1,700	0.000	ICU: 0.426
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	3	0	0.000	N-S(1): 0.208
	TH	2.00	717	3,400	0.212 *	N-S(2): 0.213 *
	LT	1.00	42	1,700	0.025	E-W(1): 0.247 *
Westbound	RT	1.00	123	1,700	0.048	E-W(2): 0.048
	TH	0.00	0	0	0.000	
	LT	2.00	753	3,060	0.246 *	V/C: 0.460
Northbound	RT	0.00	158	0	0.000	Lost Time: 0.100
	TH	3.00	774	5,100	0.183	
	LT	1.00	1	1,700	0.001 *	
Eastbound	RT	1.00	3	1,700	0.001 *	ICU: 0.560
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: DEL MAR BOULEVARD						
Scenario: CUMULATIVE (2016) BASE CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph [1]				N-S Split Phase : N		
Left-Turn Lane: 1700 vph [1]				E-W Split Phase : N		
Dual LT Penalty: 10 %				Lost Time (% of cycle): 10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	154	1,139	0.091	N-S(1): 0.256 * N-S(2): 0.217 E-W(1): 0.340 E-W(2): 0.351 * V/C: 0.607 Lost Time: 0.100
	TH	3.00	648	5,100	0.127	
	LT	1.00	70	1,700	0.041 *	
Westbound	RT	1.00	25	1,700	0.000	V/C: 0.607 Lost Time: 0.100
	TH	2.00	699	2,278	0.307 *	
	LT	1.00	221	1,700	0.130	
Northbound	RT	0.00	193	0	0.000	ICU: 0.707 LOS: C
	TH	3.00	902	5,100	0.215 *	
	LT	1.00	102	1,139	0.090	
Eastbound	RT	1.00	110	1,139	0.007	ICU: 0.707 LOS: C
	TH	2.00	478	2,278	0.210	
	LT	1.00	50	1,139	0.044 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	285	1,139	0.203	N-S(1): 0.263 N-S(2): 0.363 * E-W(1): 0.431 * E-W(2): 0.351 V/C: 0.794 Lost Time: 0.100
	TH	3.00	1,160	5,100	0.227 *	
	LT	1.00	54	1,700	0.032	
Westbound	RT	1.00	38	1,700	0.000	V/C: 0.794 Lost Time: 0.100
	TH	2.00	693	2,278	0.304	
	LT	1.00	234	1,700	0.138 *	
Northbound	RT	0.00	255	0	0.000	ICU: 0.894 LOS: D
	TH	3.00	922	5,100	0.231	
	LT	1.00	155	1,139	0.136 *	
Eastbound	RT	1.00	139	1,139	0.000	ICU: 0.894 LOS: D
	TH	2.00	667	2,278	0.293 *	
	LT	1.00	54	1,139	0.047	

* = Critical Movement

[1] Capacity for approaches/movements delayed by the adjacent railroad crossing have been reduced to 1,139 vph.

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: CALIFORNIA BOULEVARD						
Scenario: CUMULATIVE (2016) BASE CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph [1]				N-S Split Phase : N		
Left-Turn Lane: 1700 vph [1]				E-W Split Phase : N		
Dual LT Penalty: 10 %				Lost Time (% of cycle): 10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	35	0	0.000	N-S(1): 0.275 N-S(2): 0.297 * E-W(1): 0.398 E-W(2): 0.409 * V/C: 0.706 Lost Time: 0.100
	TH	3.00	813	4,539	0.187 *	
	LT	1.00	33	1,700	0.019	
Westbound	RT	0.00	29	0	0.000	V/C: 0.706 Lost Time: 0.100
	TH	2.00	831	2,278	0.378 *	
	LT	1.00	344	1,700	0.202	
Northbound	RT	0.00	209	0	0.000	ICU: 0.806 LOS: D
	TH	3.00	1,097	5,100	0.256	
	LT	1.00	125	1,139	0.110 *	
Eastbound	RT	1.00	110	1,139	0.000	ICU: 0.806 LOS: D
	TH	2.00	446	2,278	0.196	
	LT	1.00	35	1,139	0.031 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	98	0	0.000	N-S(1): 0.323 N-S(2): 0.436 * E-W(1): 0.531 * E-W(2): 0.374 V/C: 0.967 Lost Time: 0.100
	TH	3.00	1,367	4,539	0.323 *	
	LT	1.00	71	1,700	0.042	
Westbound	RT	0.00	78	0	0.000	V/C: 0.967 Lost Time: 0.100
	TH	2.00	567	2,278	0.283	
	LT	1.00	298	1,700	0.175 *	
Northbound	RT	0.00	297	0	0.000	ICU: 1.067 LOS: F
	TH	3.00	1,136	5,100	0.281	
	LT	1.00	129	1,139	0.113 *	
Eastbound	RT	1.00	130	1,139	0.001	ICU: 1.067 LOS: F
	TH	2.00	810	2,278	0.356 *	
	LT	1.00	104	1,139	0.091	

* = Critical Movement

[1] Capacity for approaches/movements delayed by the adjacent railroad crossing have been reduced to 1,139 vph.

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: MAPLE STREET						
Scenario: CUMULATIVE (2016) BASE CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	78	0	0.000	N-S(1): 0.070
	TH	2.00	640	3,400	0.211 *	N-S(2): 0.266 *
	LT	0.00	0	0	0.000	E-W(1): 0.307 *
Westbound	RT	0.00	64	0	0.000	E-W(2): 0.276
	TH	1.67	719	2,836	0.276	
	LT	1.33	625	2,037	0.307 *	V/C: 0.573
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	238	3,400	0.070	
	LT	1.00	93	1,700	0.055 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.673
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	41	0	0.000	N-S(1): 0.130
	TH	2.00	334	3,400	0.110 *	N-S(2): 0.249 *
	LT	0.00	0	0	0.000	E-W(1): 0.222
Westbound	RT	0.00	126	0	0.000	E-W(2): 0.313 *
	TH	2.00	937	3,400	0.313 *	
	LT	1.00	378	1,700	0.222	V/C: 0.562
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	441	3,400	0.130	
	LT	1.00	237	1,700	0.139 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.662
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: CORSON STREET						
Scenario: CUMULATIVE (2016) BASE CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.274
	TH	2.00	955	3,400	0.281 *	N-S(2): 0.281 *
	LT	1.00	321	1,700	0.189	E-W(1): 0.221 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.029
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.502
Northbound	RT	2.00	289	3,400	0.085	Lost Time: 0.100
	TH	2.00	264	3,400	0.078	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	204	0	0.000	ICU: 0.602
	TH	3.00	873	5,100	0.221 *	
	LT	0.00	49	1,700	0.029	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.214 *
	TH	2.00	566	3,400	0.166	N-S(2): 0.166
	LT	1.00	118	1,700	0.069 *	E-W(1): 0.281 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.073
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.495
Northbound	RT	1.67	412	2,836	0.145	Lost Time: 0.100
	TH	2.33	576	3,964	0.145 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	155	0	0.000	ICU: 0.595
	TH	3.00	1,154	5,100	0.281 *	
	LT	0.00	124	1,700	0.073	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT							
North/South Street: MARENGO AVENUE							
East/West Street: WALNUT STREET							
Scenario: CUMULATIVE (2016) BASE CONDITIONS (WITH MACY'S TRIP CREDITS)							
Thru Lane:	1700 vph					N-S Split Phase :	N
Left-Turn Lane:	1700 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle):	10
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	139	0	0.000	N-S(1): 0.204	
	TH	2.00	1,004	3,400	0.336 *	N-S(2): 0.393 *	
	LT	1.00	97	1,700	0.057	E-W(1): 0.318 *	
Westbound	RT	1.00	50	1,700	0.000	E-W(2): 0.176	
	TH	2.00	514	3,400	0.151	V/C: 0.711	
	LT	1.00	83	1,700	0.049 *	Lost Time: 0.100	
Northbound	RT	1.00	110	1,700	0.016		
	TH	2.00	499	3,400	0.147		
	LT	1.00	97	1,700	0.057 *		
Eastbound	RT	0.00	184	0	0.000	ICU: 0.811	
	TH	2.00	731	3,400	0.269 *		
	LT	1.00	43	1,700	0.025	LOS: D	
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	74	0	0.000	N-S(1): 0.295 *	
	TH	2.00	590	3,400	0.195	N-S(2): 0.290	
	LT	1.00	80	1,700	0.047 *	E-W(1): 0.411 *	
Westbound	RT	1.00	98	1,700	0.011	E-W(2): 0.326	
	TH	2.00	977	3,400	0.287	V/C: 0.706	
	LT	1.00	116	1,700	0.068 *	Lost Time: 0.100	
Northbound	RT	1.00	157	1,700	0.024		
	TH	2.00	842	3,400	0.248 *		
	LT	1.00	162	1,700	0.095		
Eastbound	RT	0.00	121	0	0.000	ICU: 0.806	
	TH	2.00	1,044	3,400	0.343 *		
	LT	1.00	66	1,700	0.039	LOS: D	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT							
North/South Street: MARENGO AVENUE							
East/West Street: UNION STREET							
Scenario: CUMULATIVE (2016) BASE CONDITIONS (WITH MACY'S TRIP CREDITS)							
Thru Lane:	1700 vph					N-S Split Phase :	N
Left-Turn Lane:	1700 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle):	10
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	95	0	0.000	N-S(1): 0.194	
	TH	2.00	703	3,400	0.235 *	N-S(2): 0.280 *	
	LT	0.00	0	0	0.000	E-W(1): 0.022	
Westbound	RT	0.00	69	0	0.000	E-W(2): 0.101 *	
	TH	3.00	408	5,100	0.101 *	V/C: 0.381	
	LT	0.00	38	1,700	0.022	Lost Time: 0.100	
Northbound	RT	0.00	0	0	0.000		
	TH	2.00	660	3,400	0.194		
	LT	1.00	77	1,700	0.045 *		
Eastbound	RT	0.00	0	0	0.000	ICU: 0.481	
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS: A	
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	64	0	0.000	N-S(1): 0.212	
	TH	2.00	662	3,400	0.214 *	N-S(2): 0.240 *	
	LT	0.00	0	0	0.000	E-W(1): 0.073	
Westbound	RT	0.00	148	0	0.000	E-W(2): 0.253 *	
	TH	3.00	1,018	5,100	0.253 *	V/C: 0.493	
	LT	0.00	124	1,700	0.073	Lost Time: 0.100	
Northbound	RT	0.00	0	0	0.000		
	TH	2.00	720	3,400	0.212		
	LT	1.00	44	1,700	0.026 *		
Eastbound	RT	0.00	0	0	0.000	ICU: 0.593	
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS: A	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: CUMULATIVE (2016) BASE CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	83	0	0.000	N-S(1): 0.190
	TH	2.00	611	3,400	0.204 *	N-S(2): 0.229 *
	LT	1.00	57	1,700	0.034	E-W(1): 0.226 *
Westbound	RT	1.00	62	1,700	0.003	E-W(2): 0.195
	TH	2.00	537	3,400	0.158	
	LT	1.00	115	1,700	0.068 *	V/C: 0.455
Northbound	RT	1.00	53	1,700	0.000	Lost Time: 0.100
	TH	2.00	531	3,400	0.156	
	LT	1.00	43	1,700	0.025 *	
Eastbound	RT	1.00	42	1,700	0.000	ICU: 0.555
	TH	2.00	536	3,400	0.158 *	
	LT	1.00	63	1,700	0.037	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	86	0	0.000	N-S(1): 0.269 *
	TH	2.00	644	3,400	0.215	N-S(2): 0.249
	LT	1.00	157	1,700	0.092 *	E-W(1): 0.333
Westbound	RT	1.00	134	1,700	0.000	E-W(2): 0.359 *
	TH	2.00	1,033	3,400	0.304 *	
	LT	1.00	133	1,700	0.078	V/C: 0.628
Northbound	RT	1.00	96	1,700	0.000	Lost Time: 0.100
	TH	2.00	601	3,400	0.177 *	
	LT	1.00	57	1,700	0.034	
Eastbound	RT	1.00	43	1,700	0.000	ICU: 0.728
	TH	2.00	868	3,400	0.255	
	LT	1.00	93	1,700	0.055 *	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: GREEN STREET						
Scenario: CUMULATIVE (2016) BASE CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.321 *
	TH	2.00	473	3,400	0.139	N-S(2): 0.139
	LT	1.00	262	1,700	0.154 *	E-W(1): 0.148 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.051
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.469
Northbound	RT	1.00	138	1,700	0.081	Lost Time: 0.100
	TH	2.00	569	3,400	0.167 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	86	0	0.000	ICU: 0.569
	TH	4.00	918	6,800	0.148 *	
	LT	1.00	87	1,700	0.051	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.284 *
	TH	2.00	632	3,400	0.186	N-S(2): 0.186
	LT	1.00	193	1,700	0.114 *	E-W(1): 0.208 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.109
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.492
Northbound	RT	1.00	289	1,700	0.170 *	Lost Time: 0.100
	TH	2.00	554	3,400	0.163	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	234	0	0.000	ICU: 0.592
	TH	4.00	1,178	6,800	0.208 *	
	LT	1.00	185	1,700	0.109	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: CORDOVA STREET						
Scenario: CUMULATIVE (2016) BASE CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	64	1,700	0.026	N-S(1): 0.398 *
	TH	1.00	448	1,700	0.264	N-S(2): 0.293
	LT	1.00	83	1,700	0.049 *	E-W(1): 0.088
Westbound	RT	0.00	176	0	0.000	E-W(2): 0.173 *
	TH	2.00	373	3,400	0.161 *	
	LT	1.00	64	1,700	0.038	V/C: 0.571
Northbound	RT	1.00	60	1,700	0.000	Lost Time: 0.100
	TH	1.00	594	1,700	0.349 *	
	LT	1.00	50	1,700	0.029	
Eastbound	RT	0.00	17	0	0.000	ICU: 0.671
	TH	2.00	152	3,400	0.050	
	LT	1.00	20	1,700	0.012 *	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	167	1,700	0.088	N-S(1): 0.380
	TH	1.00	631	1,700	0.371 *	N-S(2): 0.386 *
	LT	1.00	76	1,700	0.045	E-W(1): 0.149
Westbound	RT	0.00	173	0	0.000	E-W(2): 0.253 *
	TH	2.00	654	3,400	0.243 *	
	LT	1.00	152	1,700	0.089	V/C: 0.639
Northbound	RT	1.00	72	1,700	0.000	Lost Time: 0.100
	TH	1.00	569	1,700	0.335	
	LT	1.00	26	1,700	0.015 *	
Eastbound	RT	0.00	30	0	0.000	ICU: 0.739
	TH	2.00	173	3,400	0.060	
	LT	1.00	17	1,700	0.010 *	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: DEL MAR BOULEVARD						
Scenario: CUMULATIVE (2016) BASE CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	66	1,700	0.039	N-S(1): 0.370 *
	TH	1.00	423	1,700	0.249	N-S(2): 0.315
	LT	1.00	70	1,700	0.041 *	E-W(1): 0.265
Westbound	RT	0.00	65	0	0.000	E-W(2): 0.269 *
	TH	2.00	762	3,400	0.243 *	
	LT	1.00	126	1,700	0.074	V/C: 0.639
Northbound	RT	1.00	99	1,700	0.000	Lost Time: 0.100
	TH	1.00	560	1,700	0.329 *	
	LT	1.00	113	1,700	0.066	
Eastbound	RT	0.00	57	0	0.000	ICU: 0.739
	TH	2.00	594	3,400	0.191	
	LT	1.00	44	1,700	0.026 *	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	94	1,700	0.055	N-S(1): 0.342
	TH	1.00	657	1,700	0.386 *	N-S(2): 0.430 *
	LT	1.00	74	1,700	0.044	E-W(1): 0.328 *
Westbound	RT	0.00	49	0	0.000	E-W(2): 0.283
	TH	2.00	790	3,400	0.247	
	LT	1.00	116	1,700	0.068 *	V/C: 0.758
Northbound	RT	1.00	120	1,700	0.002	Lost Time: 0.100
	TH	1.00	507	1,700	0.298	
	LT	1.00	75	1,700	0.044 *	
Eastbound	RT	0.00	86	0	0.000	ICU: 0.858
	TH	2.00	798	3,400	0.260 *	
	LT	1.00	62	1,700	0.036	LOS: D

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: CALIFORNIA BOULEVARD						
Scenario: CUMULATIVE (2016) BASE CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph				N-S Split Phase : N		
Left-Turn Lane: 1700 vph				E-W Split Phase : N		
Dual LT Penalty: 10 %				Lost Time (% of cycle): 10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	81	1,700	0.017	N-S(1): 0.309
	TH	1.00	477	1,700	0.281 *	N-S(2): 0.340 *
	LT	1.00	31	1,700	0.018	E-W(1): 0.187
Westbound	RT	0.00	44	0	0.000	E-W(2): 0.350 *
	TH	2.00	1,041	3,400	0.319 *	
	LT	1.00	2	1,700	0.001	V/C: 0.690
Northbound	RT	1.00	76	1,700	0.044	Lost Time: 0.100
	TH	1.00	495	1,700	0.291	
	LT	1.00	100	1,700	0.059 *	
Eastbound	RT	0.00	67	0	0.000	ICU: 0.790
	TH	2.00	564	3,400	0.186	
	LT	1.00	52	1,700	0.031 *	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	86	1,700	0.008	N-S(1): 0.369
	TH	1.00	651	1,700	0.383 *	N-S(2): 0.421 *
	LT	1.00	68	1,700	0.040	E-W(1): 0.347 *
Westbound	RT	0.00	50	0	0.000	E-W(2): 0.290
	TH	2.00	790	3,400	0.247	
	LT	1.00	40	1,700	0.024 *	V/C: 0.768
Northbound	RT	1.00	199	1,700	0.094	Lost Time: 0.100
	TH	1.00	559	1,700	0.329	
	LT	1.00	65	1,700	0.038 *	
Eastbound	RT	0.00	81	0	0.000	ICU: 0.868
	TH	2.00	1,017	3,400	0.323 *	
	LT	1.00	73	1,700	0.043	LOS: D

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: GARFIELD AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: CUMULATIVE (2016) BASE CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph				N-S Split Phase : N		
Left-Turn Lane: 1700 vph				E-W Split Phase : N		
Dual LT Penalty: 10 %				Lost Time (% of cycle): 10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	31	1,700	0.000	N-S(1): 0.016 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	27	1,700	0.016 *	E-W(1): 0.201
Westbound	RT	1.00	31	1,700	0.002	E-W(2): 0.232 *
	TH	2.00	714	3,400	0.210 *	
	LT	0.00	0	0	0.000	V/C: 0.248
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.348
	TH	2.00	684	3,400	0.201	
	LT	1.00	38	1,700	0.022 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	59	1,700	0.016	N-S(1): 0.058 *
	TH	0.00	0	0	0.000	N-S(2): 0.016
	LT	1.00	98	1,700	0.058 *	E-W(1): 0.295
Westbound	RT	1.00	36	1,700	0.000	E-W(2): 0.355 *
	TH	2.00	1,143	3,400	0.336 *	
	LT	0.00	0	0	0.000	V/C: 0.413
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.513
	TH	2.00	1,003	3,400	0.295	
	LT	1.00	32	1,700	0.019 *	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: GARFIELD AVENUE						
East/West Street: GREEN STREET						
Scenario: CUMULATIVE (2016) BASE CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane:	1700 vph			N-S Split Phase :	N	
Left-Turn Lane:	1700 vph			E-W Split Phase :	N	
Dual LT Penalty:	10 %			Lost Time (% of cycle):	10	
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.034 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	57	1,700	0.034 *	E-W(1): 0.200 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.130
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.234
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.334
	TH	4.00	1,137	6,800	0.200 *	
	LT	0.00	221	1,700	0.130	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.139 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	237	1,700	0.139 *	E-W(1): 0.250 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.111
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.389
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.489
	TH	4.00	1,514	6,800	0.250 *	
	LT	0.00	189	1,700	0.111	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EUCLID AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: CUMULATIVE (2016) BASE CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane:	1700 vph			N-S Split Phase :	N	
Left-Turn Lane:	1700 vph			E-W Split Phase :	N	
Dual LT Penalty:	10 %			Lost Time (% of cycle):	10	
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	22	0	0.000	N-S(1): 0.036
	TH	1.00	21	1,700	0.025 *	N-S(2): 0.039 *
	LT	1.00	23	1,700	0.014	E-W(1): 0.218
Westbound	RT	1.00	37	1,700	0.008	E-W(2): 0.254 *
	TH	2.00	719	3,400	0.211 *	
	LT	1.00	75	1,700	0.044	V/C: 0.293
Northbound	RT	1.00	32	1,700	0.000	Lost Time: 0.100
	TH	1.00	14	1,700	0.022	
	LT	0.00	24	1,700	0.014 *	
Eastbound	RT	1.00	37	1,700	0.008	ICU: 0.393
	TH	2.00	591	3,400	0.174	
	LT	1.00	73	1,700	0.043 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	38	0	0.000	N-S(1): 0.192 *
	TH	1.00	79	1,700	0.069	N-S(2): 0.148
	LT	1.00	95	1,700	0.056 *	E-W(1): 0.391 *
Westbound	RT	1.00	44	1,700	0.000	E-W(2): 0.336
	TH	2.00	1,069	3,400	0.314	
	LT	1.00	191	1,700	0.112 *	V/C: 0.583
Northbound	RT	1.00	183	1,700	0.000	Lost Time: 0.100
	TH	1.00	97	1,700	0.136 *	
	LT	0.00	134	1,700	0.079	
Eastbound	RT	1.00	136	1,700	0.001	ICU: 0.683
	TH	2.00	949	3,400	0.279 *	
	LT	1.00	37	1,700	0.022	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EUCLID AVENUE						
East/West Street: GREEN STREET						
Scenario: CUMULATIVE (2016) BASE CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.044 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	21	1,700	0.012 *	E-W(1): 0.176 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.011
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.220
Northbound	RT	1.00	55	1,700	0.032 *	Lost Time: 0.100
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	73	0	0.000	ICU: 0.320
	TH	4.00	1,126	6,800	0.176 *	
	LT	1.00	18	1,700	0.011	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.084 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	58	1,700	0.034 *	E-W(1): 0.249 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.040
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.333
Northbound	RT	1.00	85	1,700	0.050 *	Lost Time: 0.100
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	82	0	0.000	ICU: 0.433
	TH	4.00	1,608	6,800	0.249 *	
	LT	1.00	68	1,700	0.040	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: MAPLE STREET						
Scenario: CUMULATIVE (2016) BASE CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	143	0	0.000	N-S(1): 0.120
	TH	2.00	720	3,400	0.254 *	N-S(2): 0.330 *
	LT	0.00	0	0	0.000	E-W(1): 0.174
Westbound	RT	0.00	53	0	0.000	E-W(2): 0.197 *
	TH	2.00	321	3,400	0.197 *	
	LT	0.00	295	1,700	0.174	V/C: 0.527
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	409	3,400	0.120	
	LT	1.00	130	1,700	0.076 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.627
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	93	0	0.000	N-S(1): 0.254
	TH	2.00	565	3,400	0.194 *	N-S(2): 0.381 *
	LT	0.00	0	0	0.000	E-W(1): 0.084
Westbound	RT	0.00	87	0	0.000	E-W(2): 0.180 *
	TH	2.00	382	3,400	0.180 *	
	LT	0.00	143	1,700	0.084	V/C: 0.561
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	865	3,400	0.254	
	LT	1.00	318	1,700	0.187 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.661
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: CORSON STREET						
Scenario: CUMULATIVE (2016) BASE CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph				N-S Split Phase : N		
Left-Turn Lane: 1700 vph				E-W Split Phase : N		
Dual LT Penalty: 10 %				Lost Time (% of cycle): 10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.192
	TH	2.00	984	3,400	0.289 *	N-S(2): 0.289 *
	LT	1.00	86	1,700	0.051	E-W(1): 0.161 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.024
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.450
Northbound	RT	1.00	140	1,700	0.082	Lost Time: 0.100
	TH	2.00	479	3,400	0.141	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	274	1,700	0.161 *	ICU: 0.550
	TH	2.00	214	1,700	0.150	
	LT	0.00	41	1,700	0.024	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.319 *
	TH	2.00	656	3,400	0.193	N-S(2): 0.193
	LT	1.00	44	1,700	0.026 *	E-W(1): 0.295 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.109
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.614
Northbound	RT	1.00	234	1,700	0.138	Lost Time: 0.100
	TH	2.00	996	3,400	0.293 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	152	0	0.000	ICU: 0.714
	TH	2.00	665	3,400	0.295 *	
	LT	0.00	185	1,700	0.109	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: WALNUT STREET						
Scenario: CUMULATIVE (2016) BASE CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph				N-S Split Phase : N		
Left-Turn Lane: 1700 vph				E-W Split Phase : N		
Dual LT Penalty: 10 %				Lost Time (% of cycle): 10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	118	1,700	0.003	N-S(1): 0.217
	TH	2.00	907	3,400	0.267 *	N-S(2): 0.344 *
	LT	1.00	103	1,700	0.061	E-W(1): 0.203
Westbound	RT	0.00	118	0	0.000	E-W(2): 0.277 *
	TH	2.00	600	3,400	0.211 *	
	LT	1.00	116	1,700	0.068	V/C: 0.621
Northbound	RT	1.00	77	1,700	0.000	Lost Time: 0.100
	TH	2.00	529	3,400	0.156	
	LT	1.00	131	1,700	0.077 *	
Eastbound	RT	1.00	193	1,700	0.036	ICU: 0.721
	TH	2.00	458	3,400	0.135	
	LT	1.00	113	1,700	0.066 *	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	129	1,700	0.000	N-S(1): 0.349 *
	TH	2.00	650	3,400	0.191	N-S(2): 0.290
	LT	1.00	111	1,700	0.065 *	E-W(1): 0.276
Westbound	RT	0.00	201	0	0.000	E-W(2): 0.374 *
	TH	2.00	744	3,400	0.278 *	
	LT	1.00	90	1,700	0.053	V/C: 0.723
Northbound	RT	1.00	121	1,700	0.018	Lost Time: 0.100
	TH	2.00	965	3,400	0.284 *	
	LT	1.00	168	1,700	0.099	
Eastbound	RT	1.00	176	1,700	0.005	ICU: 0.823
	TH	2.00	758	3,400	0.223	
	LT	1.00	163	1,700	0.096 *	LOS: D

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT							
North/South Street: LOS ROBLES AVENUE							
East/West Street: UNION STREET							
Scenario: CUMULATIVE (2016) BASE CONDITIONS (WITH MACY'S TRIP CREDITS)							
Thru Lane:	1700 vph					N-S Split Phase :	N
Left-Turn Lane:	1700 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle):	10
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	393	1,700	0.231	N-S(1): 0.174	
	TH	2.00	788	3,400	0.232 *	N-S(2): 0.318 *	
	LT	0.00	0	0	0.000	E-W(1): 0.034	
Westbound	RT	1.00	107	1,700	0.063	E-W(2): 0.114 *	
	TH	3.00	582	5,100	0.114 *	V/C: 0.432	
	LT	1.00	57	1,700	0.034	Lost Time: 0.100	
Northbound	RT	0.00	0	0	0.000		
	TH	2.00	593	3,400	0.174		
	LT	1.00	147	1,700	0.086 *		
Eastbound	RT	0.00	0	0	0.000	ICU: 0.532	
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS: A	
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	245	1,700	0.144	N-S(1): 0.311 *	
	TH	2.00	721	3,400	0.212	N-S(2): 0.294	
	LT	0.00	0	0	0.000 *	E-W(1): 0.066	
Westbound	RT	1.00	249	1,700	0.146 *	E-W(2): 0.146 *	
	TH	3.00	721	5,100	0.141	V/C: 0.457	
	LT	1.00	113	1,700	0.066	Lost Time: 0.100	
Northbound	RT	0.00	0	0	0.000		
	TH	2.00	1,056	3,400	0.311 *		
	LT	1.00	140	1,700	0.082		
Eastbound	RT	0.00	0	0	0.000	ICU: 0.557	
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS: A	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT							
North/South Street: LOS ROBLES AVENUE							
East/West Street: COLORADO BOULEVARD							
Scenario: CUMULATIVE (2016) BASE CONDITIONS (WITH MACY'S TRIP CREDITS)							
Thru Lane:	1700 vph					N-S Split Phase :	N
Left-Turn Lane:	1700 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle):	10
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	127	1,700	0.011	N-S(1): 0.267 *	
	TH	2.00	599	3,400	0.176	N-S(2): 0.251	
	LT	1.00	136	1,700	0.080 *	E-W(1): 0.190	
Westbound	RT	1.00	91	1,700	0.000	E-W(2): 0.238 *	
	TH	2.00	593	3,400	0.174 *	V/C: 0.505	
	LT	1.00	74	1,700	0.044	Lost Time: 0.100	
Northbound	RT	1.00	83	1,700	0.005		
	TH	2.00	636	3,400	0.187 *		
	LT	1.00	128	1,700	0.075		
Eastbound	RT	1.00	56	1,700	0.000	ICU: 0.605	
	TH	2.00	497	3,400	0.146		
	LT	1.00	108	1,700	0.064 *	LOS: B	
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	171	1,700	0.018	N-S(1): 0.321 *	
	TH	2.00	597	3,400	0.176	N-S(2): 0.296	
	LT	1.00	146	1,700	0.086 *	E-W(1): 0.327	
Westbound	RT	1.00	168	1,700	0.013	E-W(2): 0.374 *	
	TH	2.00	988	3,400	0.291 *	V/C: 0.695	
	LT	1.00	77	1,700	0.045	Lost Time: 0.100	
Northbound	RT	1.00	82	1,700	0.003		
	TH	2.00	799	3,400	0.235 *		
	LT	1.00	204	1,700	0.120		
Eastbound	RT	1.00	165	1,700	0.000	ICU: 0.795	
	TH	2.00	958	3,400	0.282		
	LT	1.00	141	1,700	0.083 *	LOS: C	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT							
North/South Street: LOS ROBLES AVENUE							
East/West Street: GREEN STREET							
Scenario: CUMULATIVE (2016) BASE CONDITIONS (WITH MACY'S TRIP CREDITS)							
Thru Lane:	1700 vph					N-S Split Phase :	N
Left-Turn Lane:	1700 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle):	10
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.315 *	
	TH	2.00	580	3,400	0.171	N-S(2): 0.171	
	LT	1.00	158	1,700	0.093 *	E-W(1): 0.185 *	
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.104	
	TH	0.00	0	0	0.000	V/C: 0.500	
	LT	0.00	0	0	0.000 *	Lost Time: 0.100	
Northbound	RT	0.00	89	0	0.000		
	TH	2.00	666	3,400	0.222 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	83	1,700	0.049	ICU: 0.600	
	TH	3.00	944	5,100	0.185 *		
	LT	1.00	177	1,700	0.104	LOS: A	
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.299 *	
	TH	2.00	728	3,400	0.214	N-S(2): 0.214	
	LT	1.00	101	1,700	0.059 *	E-W(1): 0.239 *	
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.189	
	TH	0.00	0	0	0.000	V/C: 0.538	
	LT	0.00	0	0	0.000 *	Lost Time: 0.100	
Northbound	RT	0.00	59	0	0.000		
	TH	2.00	757	3,400	0.240 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	260	1,700	0.153	ICU: 0.638	
	TH	3.00	1,217	5,100	0.239 *		
	LT	1.00	322	1,700	0.189	LOS: B	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT							
North/South Street: LOS ROBLES AVENUE							
East/West Street: CORDOVA STREET							
Scenario: CUMULATIVE (2016) BASE CONDITIONS (WITH MACY'S TRIP CREDITS)							
Thru Lane:	1700 vph					N-S Split Phase :	N
Left-Turn Lane:	1700 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle):	10
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	157	0	0.000	N-S(1): 0.277 *	
	TH	2.00	413	3,400	0.168	N-S(2): 0.208	
	LT	1.00	105	1,700	0.062 *	E-W(1): 0.092	
Westbound	RT	0.00	82	0	0.000	E-W(2): 0.180 *	
	TH	2.00	443	3,400	0.154 *	V/C: 0.457	
	LT	1.00	48	1,700	0.028	Lost Time: 0.100	
Northbound	RT	0.00	60	0	0.000		
	TH	2.00	671	3,400	0.215 *		
	LT	1.00	68	1,700	0.040		
Eastbound	RT	0.00	19	0	0.000	ICU: 0.557	
	TH	2.00	197	3,400	0.064		
	LT	1.00	44	1,700	0.026 *	LOS: A	
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	222	0	0.000	N-S(1): 0.259	
	TH	2.00	652	3,400	0.257 *	N-S(2): 0.267 *	
	LT	1.00	117	1,700	0.069	E-W(1): 0.171	
Westbound	RT	0.00	98	0	0.000	E-W(2): 0.251 *	
	TH	2.00	658	3,400	0.222 *	V/C: 0.518	
	LT	1.00	128	1,700	0.075	Lost Time: 0.100	
Northbound	RT	0.00	33	0	0.000		
	TH	2.00	612	3,400	0.190		
	LT	1.00	17	1,700	0.010 *		
Eastbound	RT	0.00	40	0	0.000	ICU: 0.618	
	TH	2.00	287	3,400	0.096		
	LT	1.00	49	1,700	0.029 *	LOS: B	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: DEL MAR BOULEVARD						
Scenario: CUMULATIVE (2016) BASE CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph				N-S Split Phase : N		
Left-Turn Lane: 1700 vph				E-W Split Phase : N		
Dual LT Penalty: 10 %				Lost Time (% of cycle): 10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	43	1,700	0.000	N-S(1): 0.370 *
	TH	1.00	322	1,700	0.189	N-S(2): 0.237
	LT	1.00	87	1,700	0.051 *	E-W(1): 0.248
Westbound	RT	0.00	119	0	0.000	E-W(2): 0.335 *
	TH	2.00	867	3,400	0.290 *	
	LT	1.00	72	1,700	0.042	V/C: 0.705
Northbound	RT	1.00	54	1,700	0.000	Lost Time: 0.100
	TH	1.00	543	1,700	0.319 *	
	LT	1.00	81	1,700	0.048	
Eastbound	RT	0.00	46	0	0.000	ICU: 0.805
	TH	2.00	654	3,400	0.206	
	LT	1.00	77	1,700	0.045 *	LOS: D
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	119	1,700	0.025	N-S(1): 0.338 *
	TH	1.00	485	1,700	0.285	N-S(2): 0.310
	LT	1.00	111	1,700	0.065 *	E-W(1): 0.340 *
Westbound	RT	0.00	111	0	0.000	E-W(2): 0.326
	TH	2.00	845	3,400	0.281	
	LT	1.00	85	1,700	0.050 *	V/C: 0.678
Northbound	RT	1.00	71	1,700	0.000	Lost Time: 0.100
	TH	1.00	464	1,700	0.273 *	
	LT	1.00	43	1,700	0.025	
Eastbound	RT	0.00	48	0	0.000	ICU: 0.778
	TH	2.00	937	3,400	0.290 *	
	LT	1.00	77	1,700	0.045	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: CALIFORNIA BOULEVARD						
Scenario: CUMULATIVE (2016) BASE CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph				N-S Split Phase : N		
Left-Turn Lane: 1700 vph				E-W Split Phase : N		
Dual LT Penalty: 10 %				Lost Time (% of cycle): 10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	102	1,700	0.015	N-S(1): 0.322 *
	TH	1.00	382	1,700	0.242	N-S(2): 0.268
	LT	0.00	30	1,700	0.018 *	E-W(1): 0.226
Westbound	RT	0.00	96	0	0.000	E-W(2): 0.327 *
	TH	2.00	863	3,400	0.282 *	
	LT	1.00	13	1,700	0.008	V/C: 0.649
Northbound	RT	1.00	115	1,700	0.060	Lost Time: 0.100
	TH	1.00	473	1,700	0.304 *	
	LT	0.00	44	1,700	0.026	
Eastbound	RT	0.00	28	0	0.000	ICU: 0.749
	TH	2.00	712	3,400	0.218	
	LT	1.00	76	1,700	0.045 *	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	66	1,700	0.000	N-S(1): 0.282
	TH	1.00	461	1,700	0.290 *	N-S(2): 0.308 *
	LT	0.00	32	1,700	0.019	E-W(1): 0.360 *
Westbound	RT	0.00	58	0	0.000	E-W(2): 0.308
	TH	2.00	777	3,400	0.246	
	LT	1.00	32	1,700	0.019 *	V/C: 0.668
Northbound	RT	1.00	129	1,700	0.057	Lost Time: 0.100
	TH	1.00	416	1,700	0.263	
	LT	0.00	31	1,700	0.018 *	
Eastbound	RT	0.00	43	0	0.000	ICU: 0.768
	TH	2.00	1,118	3,400	0.341 *	
	LT	1.00	106	1,700	0.062	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT							
North/South Street: EL MOLINO AVENUE							
East/West Street: MAPLE STREET							
Scenario: CUMULATIVE (2016) BASE CONDITIONS (WITH MACY'S TRIP CREDITS)							
Thru Lane:	1700 vph					N-S Split Phase :	N
Left-Turn Lane:	1700 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle):	10
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	52	0	0.000	N-S(1):	0.102
	TH	2.00	305	3,400	0.105 *	N-S(2):	0.137 *
	LT	0.00	0	0	0.000	E-W(1):	0.098
Westbound	RT	0.00	19	0	0.000	E-W(2):	0.224 *
	TH	2.00	575	3,400	0.224 *	V/C: 0.361	
	LT	0.00	167	1,700	0.098	Lost Time: 0.100	
Northbound	RT	0.00	0	0	0.000	ICU: 0.461	
	TH	1.00	174	1,700	0.102		
	LT	1.00	55	1,700	0.032 *		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	25	0	0.000	N-S(1):	0.238 *
	TH	2.00	196	3,400	0.065	N-S(2):	0.132
	LT	0.00	0	0	0.000 *	E-W(1):	0.096
Westbound	RT	0.00	41	0	0.000	E-W(2):	0.214 *
	TH	2.00	524	3,400	0.214 *	V/C: 0.452	
	LT	0.00	164	1,700	0.096	Lost Time: 0.100	
Northbound	RT	0.00	0	0	0.000	ICU: 0.552	
	TH	1.00	405	1,700	0.238 *		
	LT	1.00	114	1,700	0.067		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *		

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT							
North/South Street: EL MOLINO AVENUE							
East/West Street: CORSON STREET							
Scenario: CUMULATIVE (2016) BASE CONDITIONS (WITH MACY'S TRIP CREDITS)							
Thru Lane:	1700 vph					N-S Split Phase :	N
Left-Turn Lane:	1700 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle):	10
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.163 *
	TH	2.00	415	3,400	0.122	N-S(2):	0.122
	LT	1.00	82	1,700	0.048 *	E-W(1):	0.124 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.017
	TH	0.00	0	0	0.000	V/C: 0.287	
	LT	0.00	0	0	0.000 *	Lost Time: 0.100	
Northbound	RT	1.00	67	1,700	0.039	ICU: 0.387	
	TH	1.00	196	1,700	0.115 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	80	0	0.000	LOS: A	
	TH	2.00	313	3,400	0.124 *		
	LT	0.00	29	1,700	0.017		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.281 *
	TH	2.00	316	3,400	0.093	N-S(2):	0.093
	LT	1.00	39	1,700	0.023 *	E-W(1):	0.275 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.046
	TH	0.00	0	0	0.000	V/C: 0.556	
	LT	0.00	0	0	0.000 *	Lost Time: 0.100	
Northbound	RT	1.00	119	1,700	0.070	ICU: 0.656	
	TH	1.00	439	1,700	0.258 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	74	0	0.000	LOS: B	
	TH	2.00	784	3,400	0.275 *		
	LT	0.00	78	1,700	0.046		

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EL MOLINO AVENUE						
East/West Street: WALNUT STREET						
Scenario: CUMULATIVE (2016) BASE CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph				N-S Split Phase : N		
Left-Turn Lane: 1700 vph				E-W Split Phase : N		
Dual LT Penalty: 10 %				Lost Time (% of cycle): 10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	113	0	0.000	N-S(1): 0.150
	TH	1.00	410	1,700	0.322 *	N-S(2): 0.331 *
	LT	0.00	25	1,700	0.015	E-W(1): 0.192
Westbound	RT	0.00	38	0	0.000	E-W(2): 0.238 *
	TH	2.00	724	3,400	0.224 *	
	LT	1.00	65	1,700	0.038	V/C: 0.570
Northbound	RT	0.00	23	0	0.000	Lost Time: 0.100
	TH	1.00	192	1,700	0.135	
	LT	0.00	15	1,700	0.009 *	
Eastbound	RT	0.00	88	0	0.000	ICU: 0.670
	TH	2.00	434	3,400	0.154	
	LT	1.00	25	1,700	0.015 *	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	96	0	0.000	N-S(1): 0.343 *
	TH	1.00	256	1,700	0.237	N-S(2): 0.263
	LT	0.00	51	1,700	0.030 *	E-W(1): 0.328 *
Westbound	RT	0.00	82	0	0.000	E-W(2): 0.284
	TH	2.00	760	3,400	0.248	
	LT	1.00	57	1,700	0.034 *	V/C: 0.671
Northbound	RT	0.00	86	0	0.000	Lost Time: 0.100
	TH	1.00	402	1,700	0.313 *	
	LT	0.00	44	1,700	0.026	
Eastbound	RT	0.00	88	0	0.000	ICU: 0.771
	TH	2.00	911	3,400	0.294 *	
	LT	1.00	62	1,700	0.036	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EL MOLINO AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: CUMULATIVE (2016) BASE CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph				N-S Split Phase : N		
Left-Turn Lane: 1700 vph				E-W Split Phase : N		
Dual LT Penalty: 10 %				Lost Time (% of cycle): 10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	46	0	0.000	N-S(1): 0.210
	TH	1.00	329	1,700	0.245 *	N-S(2): 0.276 *
	LT	0.00	42	1,700	0.025	E-W(1): 0.185
Westbound	RT	1.00	50	1,700	0.005	E-W(2): 0.238 *
	TH	2.00	737	3,400	0.217 *	
	LT	1.00	71	1,700	0.042	V/C: 0.514
Northbound	RT	0.00	33	0	0.000	Lost Time: 0.100
	TH	1.00	229	1,700	0.185	
	LT	0.00	53	1,700	0.031 *	
Eastbound	RT	1.00	56	1,700	0.002	ICU: 0.614
	TH	2.00	486	3,400	0.143	
	LT	1.00	35	1,700	0.021 *	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	71	0	0.000	N-S(1): 0.360 *
	TH	1.00	322	1,700	0.273	N-S(2): 0.322
	LT	0.00	71	1,700	0.042 *	E-W(1): 0.348
Westbound	RT	1.00	76	1,700	0.003	E-W(2): 0.359 *
	TH	2.00	1,041	3,400	0.306 *	
	LT	1.00	61	1,700	0.036	V/C: 0.719
Northbound	RT	0.00	77	0	0.000	Lost Time: 0.100
	TH	1.00	380	1,700	0.318 *	
	LT	0.00	83	1,700	0.049	
Eastbound	RT	1.00	56	1,700	0.000	ICU: 0.819
	TH	2.00	1,061	3,400	0.312	
	LT	1.00	90	1,700	0.053 *	LOS: D

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: MAPLE STREET						
Scenario: CUMULATIVE (2016) BASE CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	564	1,700	0.332 *	N-S(1): 0.220
	TH	2.00	818	3,400	0.241	N-S(2): 0.480 *
	LT	0.00	0	0	0.000	E-W(1): 0.398 *
Westbound	RT	1.00	170	1,700	0.100	E-W(2): 0.358
	TH	1.74	1,058	2,955	0.358	
	LT	1.26	768	1,931	0.398 *	V/C: 0.878
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	749	3,400	0.220	
	LT	2.00	454	3,060	0.148 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.978
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: E
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	378	1,700	0.222	N-S(1): 0.467
	TH	2.00	846	3,400	0.249 *	N-S(2): 0.497 *
	LT	0.00	0	0	0.000	E-W(1): 0.272 *
Westbound	RT	1.00	249	1,700	0.146	E-W(2): 0.245
	TH	1.79	744	3,040	0.245	
	LT	1.21	504	1,854	0.272 *	V/C: 0.769
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	1,587	3,400	0.467	
	LT	2.00	759	3,060	0.248 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.869
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: CORSON STREET						
Scenario: CUMULATIVE (2016) BASE CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.264 *
	TH	3.00	1,229	5,100	0.241	N-S(2): 0.241
	LT	2.00	367	3,060	0.120 *	E-W(1): 0.265
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.295 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.559
Northbound	RT	1.27	312	2,165	0.144	Lost Time: 0.100
	TH	1.73	423	2,935	0.144 *	
	Left-Turns at Maple	TH	2.00	267	3,400	0.079
Eastbound	RT	2.00	997	3,400	0.254	ICU: 0.659
	TH	1.91	862	3,252	0.265	
	LT	1.09	490	1,664	0.295 *	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.347 *
	TH	3.00	1,142	5,100	0.224	N-S(2): 0.224
	LT	2.00	205	3,060	0.067 *	E-W(1): 0.359
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.399 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.746
Northbound	RT	1.00	383	1,700	0.225	Lost Time: 0.100
	TH	2.00	952	3,400	0.280 *	
	Left-Turns at Maple	TH	2.00	454	3,400	0.134
Eastbound	RT	1.09	662	1,845	0.236	ICU: 0.846
	TH	2.38	1,450	4,041	0.359	
	LT	1.54	938	2,353	0.399 *	LOS: D

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: WALNUT STREET						
Scenario: CUMULATIVE (2016) BASE CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	104	0	0.000	N-S(1): 0.225
	TH	3.00	1,995	5,100	0.412 *	N-S(2): 0.464 *
	LT	1.00	124	1,700	0.073	E-W(1): 0.169
Westbound	RT	0.00	65	0	0.000	E-W(2): 0.298 *
	TH	2.00	764	3,400	0.244 *	V/C: 0.762
	LT	1.00	97	1,700	0.057	
Northbound	RT	1.00	52	1,700	0.000	Lost Time: 0.100
	TH	3.00	774	5,100	0.152	
	LT	1.00	89	1,700	0.052 *	
Eastbound	RT	0.00	58	0	0.000	ICU: 0.862
	TH	2.00	322	3,400	0.112	LOS: D
	LT	2.00	165	3,060	0.054 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	122	0	0.000	N-S(1): 0.366 *
	TH	3.00	1,500	5,100	0.318 *	N-S(2): 0.366 *
	LT	1.00	179	1,700	0.105 *	E-W(1): 0.266
Westbound	RT	0.00	111	0	0.000	E-W(2): 0.304 *
	TH	2.00	523	3,400	0.186 *	V/C: 0.670
	LT	1.00	33	1,700	0.019	
Northbound	RT	1.00	108	1,700	0.044	Lost Time: 0.100
	TH	3.00	1,331	5,100	0.261 *	
	LT	1.00	81	1,700	0.048 *	
Eastbound	RT	0.00	55	0	0.000	ICU: 0.770
	TH	2.00	785	3,400	0.247	LOS: C
	LT	2.00	361	3,060	0.118 *	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: CUMULATIVE (2016) BASE CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	222	1,700	0.035	N-S(1): 0.292
	TH	2.00	997	3,400	0.293 *	N-S(2): 0.372 *
	LT	1.00	195	1,700	0.115	E-W(1): 0.157
Westbound	RT	1.00	145	1,700	0.000	E-W(2): 0.279 *
	TH	2.00	623	3,400	0.183 *	V/C: 0.651
	LT	1.00	104	1,700	0.061	
Northbound	RT	0.00	57	0	0.000	Lost Time: 0.100
	TH	3.00	847	5,100	0.177	
	LT	1.00	135	1,700	0.079 *	
Eastbound	RT	1.00	58	1,700	0.000	ICU: 0.751
	TH	2.00	325	3,400	0.096	LOS: C
	LT	1.00	163	1,700	0.096 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	288	1,700	0.019	N-S(1): 0.430 *
	TH	2.00	932	3,400	0.274	N-S(2): 0.388
	LT	1.00	302	1,700	0.178 *	E-W(1): 0.309
Westbound	RT	1.00	218	1,700	0.000	E-W(2): 0.360 *
	TH	2.00	711	3,400	0.209 *	V/C: 0.790
	LT	1.00	114	1,700	0.067	
Northbound	RT	0.00	127	0	0.000	Lost Time: 0.100
	TH	3.00	1,158	5,100	0.252 *	
	LT	1.00	194	1,700	0.114	
Eastbound	RT	1.00	165	1,700	0.000	ICU: 0.890
	TH	2.00	823	3,400	0.242	LOS: D
	LT	1.00	256	1,700	0.151 *	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT							
North/South Street: LAKE AVENUE							
East/West Street: DEL MAR BOULEVARD							
Scenario: CUMULATIVE (2016) BASE CONDITIONS (WITH MACY'S TRIP CREDITS)							
Thru Lane:	1700 vph					N-S Split Phase :	N
Left-Turn Lane:	1700 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle):	10
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,700	0.050	N-S(1):	0.261 *
	TH	2.00	442	3,400	0.130	N-S(2):	0.189
	LT	1.00	94	1,700	0.055 *	E-W(1):	0.188
Westbound	RT	1.00	158	1,700	0.038	E-W(2):	0.366 *
	TH	2.00	977	3,400	0.287 *	V/C: 0.627 Lost Time: 0.100	
	LT	1.00	68	1,700	0.040		
Northbound	RT	0.00	73	0	0.000	ICU: 0.727 LOS: C	
	TH	2.00	627	3,400	0.206 *		
	LT	1.00	100	1,700	0.059		
Eastbound	RT	1.00	90	1,700	0.000	ICU: 0.856 LOS: D	
	TH	2.00	504	3,400	0.148		
	LT	1.00	135	1,700	0.079 *		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	139	1,700	0.009	N-S(1):	0.336 *
	TH	2.00	674	3,400	0.198	N-S(2):	0.266
	LT	1.00	224	1,700	0.132 *	E-W(1):	0.342 *
Westbound	RT	1.00	126	1,700	0.000	E-W(2):	0.259
	TH	2.00	635	3,400	0.187	V/C: 0.678 Lost Time: 0.100	
	LT	1.00	94	1,700	0.055 *		
Northbound	RT	0.00	115	0	0.000	ICU: 0.778 LOS: C	
	TH	2.00	577	3,400	0.204 *		
	LT	1.00	115	1,700	0.068		
Eastbound	RT	1.00	117	1,700	0.001	ICU: 0.988 LOS: E	
	TH	2.00	976	3,400	0.287 *		
	LT	1.00	123	1,700	0.072		

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT							
North/South Street: LAKE AVENUE							
East/West Street: CALIFORNIA BOULEVARD							
Scenario: CUMULATIVE (2016) BASE CONDITIONS (WITH MACY'S TRIP CREDITS)							
Thru Lane:	1700 vph					N-S Split Phase :	N
Left-Turn Lane:	1700 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle):	10
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	167	1,700	0.008	N-S(1):	0.231
	TH	1.00	369	1,700	0.217 *	N-S(2):	0.311 *
	LT	1.00	97	1,700	0.057	E-W(1):	0.310
Westbound	RT	1.00	102	1,700	0.003	E-W(2):	0.445 *
	TH	1.00	601	1,700	0.354 *	V/C: 0.756 Lost Time: 0.100	
	LT	1.00	75	1,700	0.044		
Northbound	RT	0.00	93	0	0.000	ICU: 0.856 LOS: D	
	TH	2.00	499	3,400	0.174		
	LT	1.00	159	1,700	0.094 *		
Eastbound	RT	1.00	119	1,700	0.000	ICU: 0.988 LOS: E	
	TH	1.00	452	1,700	0.266		
	LT	1.00	154	1,700	0.091 *		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	363	1,700	0.104	N-S(1):	0.239
	TH	1.00	536	1,700	0.315 *	N-S(2):	0.392 *
	LT	1.00	145	1,700	0.085	E-W(1):	0.496 *
Westbound	RT	1.00	96	1,700	0.000	E-W(2):	0.401
	TH	1.00	495	1,700	0.291	V/C: 0.888 Lost Time: 0.100	
	LT	1.00	105	1,700	0.062 *		
Northbound	RT	0.00	105	0	0.000	ICU: 0.988 LOS: E	
	TH	2.00	417	3,400	0.154		
	LT	1.00	131	1,700	0.077 *		
Eastbound	RT	1.00	142	1,700	0.006	ICU: 0.988 LOS: E	
	TH	1.00	738	1,700	0.434 *		
	LT	1.00	187	1,700	0.110		

* = Critical Movement

APPENDIX F4

ICU Worksheets – Cumulative (2016) Plus Project (with Macy’s Trip Credits) Conditions

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: FAIR OAKS AVENUE						
East/West Street: MAPLE STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	441	0	0.000	N-S(1): 0.125
	TH	3.00	1,277	5,100	0.337 *	N-S(2): 0.446 *
	LT	0.00	0	0	0.000	E-W(1): 0.189 *
Westbound	RT	1.00	207	1,700	0.122	E-W(2): 0.170
	TH	1.85	537	3,152	0.170	
	LT	1.15	332	1,754	0.189 *	
				V/C: 0.635		
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	426	3,400	0.125	
	LT	2.00	335	3,060	0.109 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.735
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	410	1,700	0.241 *	N-S(1): 0.302
	TH	3.00	814	3,400	0.239	N-S(2): 0.409 *
	LT	0.00	0	0	0.000	E-W(1): 0.166
Westbound	RT	1.00	226	1,700	0.133	E-W(2): 0.211 *
	TH	2.00	717	3,400	0.211 *	
	LT	1.00	282	1,700	0.166	
				V/C: 0.620		
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	1,028	3,400	0.302	
	LT	2.00	514	3,060	0.168 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.719
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: FAIR OAKS AVENUE						
East/West Street: CORSON STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.267 *
	TH	3.00	1,327	5,100	0.260	N-S(2): 0.260
	LT	1.00	280	1,700	0.165 *	E-W(1): 0.256 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.140
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.523
				Lost Time: 0.100		
Northbound	RT	1.00	156	1,700	0.092	
	TH	3.00	520	5,100	0.102 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	434	1,700	0.255	ICU: 0.623
	TH	2.00	870	3,400	0.256 *	
	LT	1.00	238	1,700	0.140	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.350 *
	TH	3.00	844	5,100	0.165	N-S(2): 0.165
	LT	1.00	202	1,700	0.119 *	E-W(1): 0.255 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.239
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.605
				Lost Time: 0.100		
Northbound	RT	1.00	344	1,700	0.202	
	TH	3.00	1,177	5,100	0.231 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	304	1,700	0.179	ICU: 0.705
	TH	2.00	868	3,400	0.255 *	
	LT	1.00	407	1,700	0.239	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: FAIR OAKS AVENUE						
East/West Street: WALNUT STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	162	0	0.000	N-S(1): 0.311
	TH	3.00	1,287	5,100	0.284 *	N-S(2): 0.330 *
	LT	1.00	310	1,700	0.182	E-W(1): 0.310 *
Westbound	RT	1.00	157	1,700	0.000	E-W(2): 0.151
	TH	2.00	351	3,400	0.103	
	LT	1.00	115	1,700	0.068 *	V/C: 0.640
Northbound	RT	1.00	101	1,700	0.000	Lost Time: 0.100
	TH	2.00	437	3,400	0.129	
	LT	1.00	79	1,700	0.046 *	
Eastbound	RT	0.00	107	0	0.000	ICU: 0.740
	TH	2.00	715	3,400	0.242 *	
	LT	1.00	81	1,700	0.048	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	120	0	0.000	N-S(1): 0.433 *
	TH	3.00	819	5,100	0.184	N-S(2): 0.282
	LT	1.00	254	1,700	0.149 *	E-W(1): 0.254
Westbound	RT	1.00	275	1,700	0.012	E-W(2): 0.371 *
	TH	2.00	873	3,400	0.257 *	
	LT	1.00	106	1,700	0.062	V/C: 0.804
Northbound	RT	1.00	128	1,700	0.013	Lost Time: 0.100
	TH	2.00	967	3,400	0.284 *	
	LT	1.00	166	1,700	0.098	
Eastbound	RT	0.00	78	0	0.000	ICU: 0.904
	TH	2.00	576	3,400	0.192	
	LT	1.00	194	1,700	0.114 *	LOS: E

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: COLORADO BOULEVARD						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	8	1,700	0.000	N-S(1): 0.088
	TH	2.00	221	3,400	0.067 *	N-S(2): 0.129 *
	LT	0.00	6	1,700	0.004	E-W(1): 0.264 *
Westbound	RT	1.00	29	1,700	0.014	E-W(2): 0.146
	TH	2.00	444	3,400	0.131	
	LT	1.00	211	1,700	0.124 *	V/C: 0.393
Northbound	RT	1.00	233	1,700	0.013	Lost Time: 0.100
	TH	2.00	180	3,400	0.084	
	LT	0.00	106	1,700	0.062 *	
Eastbound	RT	0.00	69	0	0.000	ICU: 0.493
	TH	2.00	406	3,400	0.140 *	
	LT	1.00	25	1,700	0.015	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	40	1,700	0.012	N-S(1): 0.159
	TH	2.00	349	3,400	0.110 *	N-S(2): 0.221 *
	LT	0.00	25	1,700	0.015	E-W(1): 0.422 *
Westbound	RT	1.00	47	1,700	0.013	E-W(2): 0.245
	TH	2.00	791	3,400	0.233	
	LT	1.00	330	1,700	0.194 *	V/C: 0.643
Northbound	RT	1.00	283	1,700	0.000	Lost Time: 0.100
	TH	2.00	302	3,400	0.144	
	LT	0.00	189	1,700	0.111 *	
Eastbound	RT	0.00	80	0	0.000	ICU: 0.743
	TH	2.00	696	3,400	0.228 *	
	LT	1.00	20	1,700	0.012	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: GREEN STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.193 *
	TH	2.00	374	3,400	0.110	N-S(2): 0.110
	LT	1.00	88	1,700	0.052 *	E-W(1): 0.094 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.014
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.287
Northbound	RT	2.00	436	3,400	0.128	Lost Time: 0.100
	TH	2.00	478	3,400	0.141 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	69	0	0.000	ICU: 0.387
	TH	4.00	549	6,800	0.094 *	
	LT	0.00	23	1,700	0.014	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.231 *
	TH	2.00	682	3,400	0.201	N-S(2): 0.201
	LT	1.00	66	1,700	0.039 *	E-W(1): 0.194 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.018
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.425
Northbound	RT	2.00	302	3,400	0.089	Lost Time: 0.100
	TH	2.00	652	3,400	0.192 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	85	0	0.000	ICU: 0.525
	TH	4.00	1,204	6,800	0.194 *	
	LT	0.00	31	1,700	0.018	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: CORDOVA STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.207 *
	TH	2.00	417	3,400	0.123	N-S(2): 0.123
	LT	1.00	26	1,700	0.015 *	E-W(1): 0.118 *
Westbound	RT	1.00	115	1,700	0.052	E-W(2): 0.052
	TH	0.00	0	0	0.000	
	LT	2.00	360	3,060	0.118 *	V/C: 0.325
Northbound	RT	0.00	146	0	0.000	Lost Time: 0.100
	TH	3.00	834	5,100	0.192 *	
	LT	1.00	0	1,700	0.000	
Eastbound	RT	1.00	0	1,700	0.000	ICU: 0.425
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	3	0	0.000	N-S(1): 0.206
	TH	2.00	715	3,400	0.211 *	N-S(2): 0.212 *
	LT	1.00	42	1,700	0.025	E-W(1): 0.242 *
Westbound	RT	1.00	127	1,700	0.050	E-W(2): 0.050
	TH	0.00	0	0	0.000	
	LT	2.00	736	3,060	0.241 *	V/C: 0.454
Northbound	RT	0.00	158	0	0.000	Lost Time: 0.100
	TH	3.00	765	5,100	0.181	
	LT	1.00	1	1,700	0.001 *	
Eastbound	RT	1.00	3	1,700	0.001 *	ICU: 0.554
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: DEL MAR BOULEVARD						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph [1]				N-S Split Phase : N		
Left-Turn Lane: 1700 vph [1]				E-W Split Phase : N		
Dual LT Penalty: 10 %				Lost Time (% of cycle): 10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	154	1,139	0.091	N-S(1): 0.255 *
	TH	3.00	650	5,100	0.127	N-S(2): 0.217
	LT	1.00	70	1,700	0.041 *	E-W(1): 0.340
Westbound	RT	1.00	25	1,700	0.000	E-W(2): 0.351 *
	TH	2.00	699	2,278	0.307 *	
	LT	1.00	221	1,700	0.130	V/C: 0.606
Northbound	RT	0.00	193	0	0.000	Lost Time: 0.100
	TH	3.00	899	5,100	0.214 *	
	LT	1.00	102	1,139	0.090	
Eastbound	RT	1.00	110	1,139	0.007	ICU: 0.706
	TH	2.00	478	2,278	0.210	
	LT	1.00	50	1,139	0.044 *	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	285	1,139	0.203	N-S(1): 0.261
	TH	3.00	1,140	5,100	0.224 *	N-S(2): 0.360 *
	LT	1.00	54	1,700	0.032	E-W(1): 0.430 *
Westbound	RT	1.00	38	1,700	0.000	E-W(2): 0.346
	TH	2.00	680	2,278	0.299	
	LT	1.00	234	1,700	0.138 *	V/C: 0.790
Northbound	RT	0.00	255	0	0.000	Lost Time: 0.100
	TH	3.00	913	5,100	0.229	
	LT	1.00	155	1,139	0.136 *	
Eastbound	RT	1.00	139	1,139	0.000	ICU: 0.890
	TH	2.00	665	2,278	0.292 *	
	LT	1.00	54	1,139	0.047	LOS: D

* = Critical Movement

[1] Capacity for approaches/movements delayed by the adjacent railroad crossing have been reduced to 1,139 vph.

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: CALIFORNIA BOULEVARD						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph [1]				N-S Split Phase : N		
Left-Turn Lane: 1700 vph [1]				E-W Split Phase : N		
Dual LT Penalty: 10 %				Lost Time (% of cycle): 10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	35	0	0.000	N-S(1): 0.274
	TH	3.00	815	4,539	0.187 *	N-S(2): 0.297 *
	LT	1.00	33	1,700	0.019	E-W(1): 0.397
Westbound	RT	0.00	29	0	0.000	E-W(2): 0.408 *
	TH	2.00	830	2,278	0.377 *	
	LT	1.00	344	1,700	0.202	V/C: 0.705
Northbound	RT	0.00	209	0	0.000	Lost Time: 0.100
	TH	3.00	1,093	5,100	0.255	
	LT	1.00	125	1,139	0.110 *	
Eastbound	RT	1.00	110	1,139	0.000	ICU: 0.805
	TH	2.00	445	2,278	0.195	
	LT	1.00	35	1,139	0.031 *	LOS: D
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	98	0	0.000	N-S(1): 0.321
	TH	3.00	1,347	4,539	0.318 *	N-S(2): 0.431 *
	LT	1.00	71	1,700	0.042	E-W(1): 0.528 *
Westbound	RT	0.00	78	0	0.000	E-W(2): 0.374
	TH	2.00	563	2,278	0.281	
	LT	1.00	298	1,700	0.175 *	V/C: 0.959
Northbound	RT	0.00	297	0	0.000	Lost Time: 0.100
	TH	3.00	1,125	5,100	0.279	
	LT	1.00	129	1,139	0.113 *	
Eastbound	RT	1.00	130	1,139	0.001	ICU: 1.059
	TH	2.00	805	2,278	0.353 *	
	LT	1.00	106	1,139	0.093	LOS: F

* = Critical Movement

[1] Capacity for approaches/movements delayed by the adjacent railroad crossing have been reduced to 1,139 vph.

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: MAPLE STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	78	0	0.000	N-S(1): 0.070
	TH	2.00	640	3,400	0.211 *	N-S(2): 0.266 *
	LT	0.00	0	0	0.000	E-W(1): 0.307 *
Westbound	RT	0.00	64	0	0.000	E-W(2): 0.277
	TH	1.67	721	2,837	0.277	V/C: 0.573
	LT	1.33	626	2,036	0.307 *	
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	238	3,400	0.070	
	LT	1.00	94	1,700	0.055 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.673
	TH	0.00	0	0	0.000 *	LOS: B
	LT	0.00	0	0	0.000	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	41	0	0.000	N-S(1): 0.129
	TH	2.00	332	3,400	0.110 *	N-S(2): 0.245 *
	LT	0.00	0	0	0.000	E-W(1): 0.221
Westbound	RT	0.00	127	0	0.000	E-W(2): 0.312 *
	TH	2.00	933	3,400	0.312 *	V/C: 0.557
	LT	1.00	376	1,700	0.221	
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	437	3,400	0.129	
	LT	1.00	230	1,700	0.135 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.657
	TH	0.00	0	0	0.000	LOS: B
	LT	0.00	0	0	0.000 *	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: CORSON STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.274
	TH	2.00	955	3,400	0.281 *	N-S(2): 0.281 *
	LT	1.00	321	1,700	0.189	E-W(1): 0.220 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.029
	TH	0.00	0	0	0.000	V/C: 0.501
	LT	0.00	0	0	0.000 *	
Northbound	RT	2.00	289	3,400	0.085	Lost Time: 0.100
	TH	2.00	264	3,400	0.078	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	204	0	0.000	ICU: 0.601
	TH	3.00	870	5,100	0.220 *	LOS: B
	LT	0.00	49	1,700	0.029	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.213 *
	TH	2.00	562	3,400	0.165	N-S(2): 0.165
	LT	1.00	118	1,700	0.069 *	E-W(1): 0.280 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.073
	TH	0.00	0	0	0.000	V/C: 0.493
	LT	0.00	0	0	0.000 *	
Northbound	RT	1.69	413	2,872	0.144	Lost Time: 0.100
	TH	2.31	565	3,928	0.144 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	151	0	0.000	ICU: 0.593
	TH	3.00	1,151	5,100	0.280 *	LOS: A
	LT	0.00	124	1,700	0.073	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: WALNUT STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane:	1700 vph			N-S Split Phase :		N
Left-Turn Lane:	1700 vph			E-W Split Phase :		N
Dual LT Penalty:	10 %			Lost Time (% of cycle):		10
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	139	0	0.000	N-S(1): 0.204
	TH	2.00	1,004	3,400	0.336 *	N-S(2): 0.394 *
	LT	1.00	97	1,700	0.057	E-W(1): 0.318 *
Westbound	RT	1.00	50	1,700	0.000	E-W(2): 0.177
	TH	2.00	516	3,400	0.152	
	LT	1.00	84	1,700	0.049 *	V/C: 0.712
Northbound	RT	1.00	110	1,700	0.015	Lost Time: 0.100
	TH	2.00	500	3,400	0.147	
	LT	1.00	99	1,700	0.058 *	
Eastbound	RT	0.00	185	0	0.000	ICU: 0.812
	TH	2.00	731	3,400	0.269 *	
	LT	1.00	43	1,700	0.025	LOS: D
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	74	0	0.000	N-S(1): 0.292 *
	TH	2.00	582	3,400	0.193	N-S(2): 0.289
	LT	1.00	80	1,700	0.047 *	E-W(1): 0.411 *
Westbound	RT	1.00	98	1,700	0.011	E-W(2): 0.321
	TH	2.00	960	3,400	0.282	
	LT	1.00	117	1,700	0.069 *	V/C: 0.703
Northbound	RT	1.00	157	1,700	0.024	Lost Time: 0.100
	TH	2.00	832	3,400	0.245 *	
	LT	1.00	163	1,700	0.096	
Eastbound	RT	0.00	120	0	0.000	ICU: 0.803
	TH	2.00	1,044	3,400	0.342 *	
	LT	1.00	66	1,700	0.039	LOS: D

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: UNION STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane:	1700 vph			N-S Split Phase :		N
Left-Turn Lane:	1700 vph			E-W Split Phase :		N
Dual LT Penalty:	10 %			Lost Time (% of cycle):		10
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	95	0	0.000	N-S(1): 0.195
	TH	2.00	706	3,400	0.236 *	N-S(2): 0.281 *
	LT	0.00	0	0	0.000	E-W(1): 0.023
Westbound	RT	0.00	69	0	0.000	E-W(2): 0.101 *
	TH	3.00	409	5,100	0.101 *	
	LT	0.00	39	1,700	0.023	V/C: 0.382
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	663	3,400	0.195	
	LT	1.00	77	1,700	0.045 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.482
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	64	0	0.000	N-S(1): 0.209
	TH	2.00	654	3,400	0.211 *	N-S(2): 0.237 *
	LT	0.00	0	0	0.000	E-W(1): 0.074
Westbound	RT	0.00	148	0	0.000	E-W(2): 0.251 *
	TH	3.00	1,006	5,100	0.251 *	
	LT	0.00	125	1,700	0.074	V/C: 0.488
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	710	3,400	0.209	
	LT	1.00	44	1,700	0.026 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.588
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT							
North/South Street: MARENGO AVENUE							
East/West Street: COLORADO BOULEVARD							
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)							
Thru Lane:	1700 vph					N-S Split Phase :	N
Left-Turn Lane:	1700 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle):	10
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	83	0	0.000	N-S(1): 0.184	
	TH	2.00	622	3,400	0.207 *	N-S(2): 0.232 *	
	LT	1.00	48	1,700	0.028	E-W(1): 0.228 *	
Westbound	RT	1.00	64	1,700	0.009	E-W(2): 0.197	
	TH	2.00	542	3,400	0.159		
	LT	1.00	122	1,700	0.072 *	V/C: 0.460	
Northbound	RT	1.00	53	1,700	0.000	Lost Time: 0.100	
	TH	2.00	531	3,400	0.156		
	LT	1.00	43	1,700	0.025 *		
Eastbound	RT	1.00	44	1,700	0.001	ICU: 0.560	
	TH	2.00	531	3,400	0.156 *		
	LT	1.00	64	1,700	0.038	LOS: A	
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	86	0	0.000	N-S(1): 0.260 *	
	TH	2.00	650	3,400	0.216	N-S(2): 0.250	
	LT	1.00	141	1,700	0.083 *	E-W(1): 0.336	
Westbound	RT	1.00	117	1,700	0.000	E-W(2): 0.354 *	
	TH	2.00	1,008	3,400	0.296 *		
	LT	1.00	140	1,700	0.082	V/C: 0.614	
Northbound	RT	1.00	96	1,700	0.000	Lost Time: 0.100	
	TH	2.00	601	3,400	0.177 *		
	LT	1.00	57	1,700	0.034		
Eastbound	RT	1.00	48	1,700	0.000	ICU: 0.714	
	TH	2.00	864	3,400	0.254		
	LT	1.00	98	1,700	0.058 *	LOS: C	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT							
North/South Street: MARENGO AVENUE							
East/West Street: GREEN STREET							
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)							
Thru Lane:	1700 vph					N-S Split Phase :	N
Left-Turn Lane:	1700 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle):	10
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.330 *	
	TH	2.00	477	3,400	0.140	N-S(2): 0.140	
	LT	1.00	277	1,700	0.163 *	E-W(1): 0.145 *	
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.051	
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C: 0.475	
Northbound	RT	1.00	124	1,700	0.073	Lost Time: 0.100	
	TH	2.00	568	3,400	0.167 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	86	0	0.000	ICU: 0.575	
	TH	4.00	902	6,800	0.145 *		
	LT	1.00	87	1,700	0.051	LOS: A	
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.272 *	
	TH	2.00	644	3,400	0.189	N-S(2): 0.189	
	LT	1.00	186	1,700	0.109 *	E-W(1): 0.199 *	
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.110	
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C: 0.471	
Northbound	RT	1.00	254	1,700	0.149	Lost Time: 0.100	
	TH	2.00	553	3,400	0.163 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	234	0	0.000	ICU: 0.571	
	TH	4.00	1,121	6,800	0.199 *		
	LT	1.00	187	1,700	0.110	LOS: A	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: CORDOVA STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	65	1,700	0.026	N-S(1): 0.391 *
	TH	1.00	451	1,700	0.265	N-S(2): 0.295
	LT	1.00	83	1,700	0.049 *	E-W(1): 0.086
Westbound	RT	0.00	174	0	0.000	E-W(2): 0.172 *
	TH	2.00	370	3,400	0.160 *	V/C: 0.563
	LT	1.00	61	1,700	0.036	Lost Time: 0.100
Northbound	RT	1.00	60	1,700	0.000	ICU: 0.663
	TH	1.00	581	1,700	0.342 *	
	LT	1.00	51	1,700	0.030	
Eastbound	RT	0.00	17	0	0.000	LOS: B
	TH	2.00	152	3,400	0.050	
	LT	1.00	20	1,700	0.012 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	175	1,700	0.093	N-S(1): 0.363
	TH	1.00	634	1,700	0.373 *	N-S(2): 0.391 *
	LT	1.00	76	1,700	0.045	E-W(1): 0.140
Westbound	RT	0.00	170	0	0.000	E-W(2): 0.245 *
	TH	2.00	629	3,400	0.235 *	V/C: 0.636
	LT	1.00	136	1,700	0.080	Lost Time: 0.100
Northbound	RT	1.00	72	1,700	0.000	ICU: 0.736
	TH	1.00	541	1,700	0.318	
	LT	1.00	30	1,700	0.018 *	
Eastbound	RT	0.00	30	0	0.000	LOS: C
	TH	2.00	173	3,400	0.060	
	LT	1.00	17	1,700	0.010 *	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: DEL MAR BOULEVARD						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	67	1,700	0.039	N-S(1): 0.365 *
	TH	1.00	421	1,700	0.248	N-S(2): 0.314
	LT	1.00	70	1,700	0.041 *	E-W(1): 0.265
Westbound	RT	0.00	63	0	0.000	E-W(2): 0.268 *
	TH	2.00	761	3,400	0.242 *	V/C: 0.633
	LT	1.00	126	1,700	0.074	Lost Time: 0.100
Northbound	RT	1.00	99	1,700	0.000	ICU: 0.733
	TH	1.00	551	1,700	0.324 *	
	LT	1.00	113	1,700	0.066	
Eastbound	RT	0.00	57	0	0.000	LOS: C
	TH	2.00	594	3,400	0.191	
	LT	1.00	44	1,700	0.026 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	96	1,700	0.056	N-S(1): 0.331
	TH	1.00	642	1,700	0.378 *	N-S(2): 0.422 *
	LT	1.00	74	1,700	0.044	E-W(1): 0.328 *
Westbound	RT	0.00	46	0	0.000	E-W(2): 0.276
	TH	2.00	775	3,400	0.241	V/C: 0.750
	LT	1.00	116	1,700	0.068 *	Lost Time: 0.100
Northbound	RT	1.00	120	1,700	0.002	ICU: 0.850
	TH	1.00	488	1,700	0.287	
	LT	1.00	75	1,700	0.044 *	
Eastbound	RT	0.00	86	0	0.000	LOS: D
	TH	2.00	798	3,400	0.260 *	
	LT	1.00	60	1,700	0.035	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: CALIFORNIA BOULEVARD						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	81	1,700	0.018	N-S(1): 0.306
	TH	1.00	475	1,700	0.279 *	N-S(2): 0.338 *
	LT	1.00	31	1,700	0.018	E-W(1): 0.187
Westbound	RT	0.00	43	0	0.000	E-W(2): 0.348 *
	TH	2.00	1,039	3,400	0.318 *	V/C: 0.686
	LT	1.00	2	1,700	0.001	Lost Time: 0.100
Northbound	RT	1.00	76	1,700	0.044	ICU: 0.786
	TH	1.00	489	1,700	0.288	
	LT	1.00	100	1,700	0.059 *	
Eastbound	RT	0.00	67	0	0.000	LOS: C
	TH	2.00	564	3,400	0.186	
	LT	1.00	51	1,700	0.030 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	88	1,700	0.012	N-S(1): 0.362
	TH	1.00	633	1,700	0.372 *	N-S(2): 0.410 *
	LT	1.00	68	1,700	0.040	E-W(1): 0.347 *
Westbound	RT	0.00	48	0	0.000	E-W(2): 0.285
	TH	2.00	785	3,400	0.245	V/C: 0.757
	LT	1.00	40	1,700	0.024 *	Lost Time: 0.100
Northbound	RT	1.00	199	1,700	0.094	ICU: 0.857
	TH	1.00	548	1,700	0.322	
	LT	1.00	65	1,700	0.038 *	
Eastbound	RT	0.00	81	0	0.000	LOS: D
	TH	2.00	1,017	3,400	0.323 *	
	LT	1.00	68	1,700	0.040	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: GARFIELD AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	31	1,700	0.000	N-S(1): 0.016 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	27	1,700	0.016 *	E-W(1): 0.199
Westbound	RT	1.00	31	1,700	0.002	E-W(2): 0.236 *
	TH	2.00	726	3,400	0.214 *	V/C: 0.252
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	ICU: 0.352
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	LOS: A
	TH	2.00	677	3,400	0.199	
	LT	1.00	38	1,700	0.022 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	59	1,700	0.016	N-S(1): 0.058 *
	TH	0.00	0	0	0.000	N-S(2): 0.016
	LT	1.00	98	1,700	0.058 *	E-W(1): 0.294
Westbound	RT	1.00	36	1,700	0.000	E-W(2): 0.345 *
	TH	2.00	1,108	3,400	0.326 *	V/C: 0.403
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	ICU: 0.503
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	LOS: A
	TH	2.00	998	3,400	0.294	
	LT	1.00	32	1,700	0.019 *	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: GARFIELD AVENUE						
East/West Street: GREEN STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.018 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	30	1,700	0.018 *	E-W(1): 0.198 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.102
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.216
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.316
	TH	4.00	1,170	6,800	0.198 *	
	LT	0.00	174	1,700	0.102	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.077 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	131	1,700	0.077 *	E-W(1): 0.237 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.053
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.314
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.414
	TH	4.00	1,522	6,800	0.237 *	
	LT	0.00	90	1,700	0.053	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EUCLID AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	22	0	0.000	N-S(1): 0.039 *
	TH	1.00	14	1,700	0.021 *	N-S(2): 0.039 *
	LT	1.00	23	1,700	0.014 *	E-W(1): 0.204
Westbound	RT	1.00	37	1,700	0.008	E-W(2): 0.256 *
	TH	2.00	725	3,400	0.213 *	
	LT	1.00	51	1,700	0.030	V/C: 0.295
Northbound	RT	1.00	31	1,700	0.000	Lost Time: 0.100
	TH	1.00	11	1,700	0.025 *	
	LT	0.00	31	1,700	0.018 *	
Eastbound	RT	1.00	30	1,700	0.000	ICU: 0.395
	TH	2.00	591	3,400	0.174	
	LT	1.00	73	1,700	0.043 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	38	0	0.000	N-S(1): 0.153 *
	TH	1.00	69	1,700	0.063	N-S(2): 0.122
	LT	1.00	95	1,700	0.056 *	E-W(1): 0.370 *
Westbound	RT	1.00	44	1,700	0.000	E-W(2): 0.336
	TH	2.00	1,067	3,400	0.314	
	LT	1.00	153	1,700	0.090 *	V/C: 0.523
Northbound	RT	1.00	129	1,700	0.000	Lost Time: 0.100
	TH	1.00	64	1,700	0.097 *	
	LT	0.00	101	1,700	0.059	
Eastbound	RT	1.00	130	1,700	0.017	ICU: 0.623
	TH	2.00	951	3,400	0.280 *	
	LT	1.00	37	1,700	0.022	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EUCLID AVENUE						
East/West Street: GREEN STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.044 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	16	1,700	0.009 *	E-W(1): 0.179 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.005
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.223
Northbound	RT	1.00	59	1,700	0.035 *	Lost Time: 0.100
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	73	0	0.000	ICU: 0.323
	TH	4.00	1,142	6,800	0.179 *	
	LT	1.00	8	1,700	0.005	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.069 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	30	1,700	0.018 *	E-W(1): 0.238 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.024
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.307
Northbound	RT	1.00	87	1,700	0.051 *	Lost Time: 0.100
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	82	0	0.000	ICU: 0.407
	TH	4.00	1,538	6,800	0.238 *	
	LT	1.00	40	1,700	0.024	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: MAPLE STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	143	0	0.000	N-S(1): 0.121
	TH	2.00	720	3,400	0.254 *	N-S(2): 0.332 *
	LT	0.00	0	0	0.000	E-W(1): 0.172
Westbound	RT	0.00	53	0	0.000	E-W(2): 0.196 *
	TH	2.00	321	3,400	0.196 *	
	LT	0.00	293	1,700	0.172	V/C: 0.528
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	410	3,400	0.121	
	LT	1.00	133	1,700	0.078 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.628
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	93	0	0.000	N-S(1): 0.254
	TH	2.00	563	3,400	0.193 *	N-S(2): 0.378 *
	LT	0.00	0	0	0.000	E-W(1): 0.082
Westbound	RT	0.00	87	0	0.000	E-W(2): 0.179 *
	TH	2.00	382	3,400	0.179 *	
	LT	0.00	139	1,700	0.082	V/C: 0.557
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	862	3,400	0.254	
	LT	1.00	315	1,700	0.185 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.657
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: CORSON STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.193
	TH	2.00	982	3,400	0.289 *	N-S(2): 0.289 *
	LT	1.00	86	1,700	0.051	E-W(1): 0.161 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.024
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.450
Northbound	RT	1.00	142	1,700	0.084	Lost Time: 0.100
	TH	2.00	482	3,400	0.142	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	274	1,700	0.161 *	ICU: 0.550
	TH	2.00	214	1,700	0.150	
	LT	0.00	41	1,700	0.024	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.317 *
	TH	2.00	651	3,400	0.191	N-S(2): 0.191
	LT	1.00	44	1,700	0.026 *	E-W(1): 0.295 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.109
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.612
Northbound	RT	1.00	213	1,700	0.125	Lost Time: 0.100
	TH	2.00	990	3,400	0.291 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	152	0	0.000	ICU: 0.712
	TH	2.00	665	3,400	0.295 *	
	LT	0.00	185	1,700	0.109	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: WALNUT STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	118	1,700	0.003	N-S(1): 0.218
	TH	2.00	905	3,400	0.266 *	N-S(2): 0.345 *
	LT	1.00	103	1,700	0.061	E-W(1): 0.204
Westbound	RT	0.00	118	0	0.000	E-W(2): 0.277 *
	TH	2.00	600	3,400	0.211 *	
	LT	1.00	117	1,700	0.069	V/C: 0.622
Northbound	RT	1.00	78	1,700	0.000	Lost Time: 0.100
	TH	2.00	533	3,400	0.157	
	LT	1.00	135	1,700	0.079 *	
Eastbound	RT	1.00	193	1,700	0.034	ICU: 0.722
	TH	2.00	459	3,400	0.135	
	LT	1.00	113	1,700	0.066 *	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	129	1,700	0.000	N-S(1): 0.341 *
	TH	2.00	645	3,400	0.190	N-S(2): 0.289
	LT	1.00	111	1,700	0.065 *	E-W(1): 0.276
Westbound	RT	0.00	201	0	0.000	E-W(2): 0.373 *
	TH	2.00	742	3,400	0.277 *	
	LT	1.00	91	1,700	0.054	V/C: 0.714
Northbound	RT	1.00	123	1,700	0.019	Lost Time: 0.100
	TH	2.00	938	3,400	0.276 *	
	LT	1.00	169	1,700	0.099	
Eastbound	RT	1.00	176	1,700	0.004	ICU: 0.814
	TH	2.00	754	3,400	0.222	
	LT	1.00	163	1,700	0.096 *	LOS: D

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT							
North/South Street: LOS ROBLES AVENUE							
East/West Street: UNION STREET							
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)							
Thru Lane:	1700 vph					N-S Split Phase :	N
Left-Turn Lane:	1700 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle):	10
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	393	1,700	0.231	N-S(1): 0.177	
	TH	2.00	787	3,400	0.231 *	N-S(2): 0.318 *	
	LT	0.00	0	0	0.000	E-W(1): 0.034	
Westbound	RT	1.00	107	1,700	0.063	E-W(2): 0.114 *	
	TH	3.00	581	5,100	0.114 *	V/C: 0.432	
	LT	1.00	57	1,700	0.034	Lost Time: 0.100	
Northbound	RT	0.00	0	0	0.000	ICU: 0.532	
	TH	2.00	602	3,400	0.177	LOS: A	
	LT	1.00	148	1,700	0.087 *		
Eastbound	RT	0.00	0	0	0.000		
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	245	1,700	0.144	N-S(1): 0.303 *	
	TH	2.00	716	3,400	0.211	N-S(2): 0.292	
	LT	0.00	0	0	0.000 *	E-W(1): 0.067	
Westbound	RT	1.00	249	1,700	0.146 *	E-W(2): 0.146 *	
	TH	3.00	721	5,100	0.141	V/C: 0.449	
	LT	1.00	114	1,700	0.067	Lost Time: 0.100	
Northbound	RT	0.00	0	0	0.000	ICU: 0.549	
	TH	2.00	1,030	3,400	0.303 *	LOS: A	
	LT	1.00	137	1,700	0.081		
Eastbound	RT	0.00	0	0	0.000		
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *		

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT							
North/South Street: LOS ROBLES AVENUE							
East/West Street: COLORADO BOULEVARD							
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)							
Thru Lane:	1700 vph					N-S Split Phase :	N
Left-Turn Lane:	1700 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle):	10
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	123	1,700	0.007	N-S(1): 0.269 *	
	TH	2.00	601	3,400	0.177	N-S(2): 0.250	
	LT	1.00	136	1,700	0.080 *	E-W(1): 0.191	
Westbound	RT	1.00	91	1,700	0.000	E-W(2): 0.236 *	
	TH	2.00	582	3,400	0.171 *	V/C: 0.505	
	LT	1.00	77	1,700	0.045	Lost Time: 0.100	
Northbound	RT	1.00	84	1,700	0.004	ICU: 0.605	
	TH	2.00	641	3,400	0.189 *	LOS: B	
	LT	1.00	124	1,700	0.073		
Eastbound	RT	1.00	56	1,700	0.000		
	TH	2.00	495	3,400	0.146		
	LT	1.00	111	1,700	0.065 *		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	166	1,700	0.022	N-S(1): 0.315 *	
	TH	2.00	596	3,400	0.175	N-S(2): 0.285	
	LT	1.00	146	1,700	0.086 *	E-W(1): 0.319	
Westbound	RT	1.00	168	1,700	0.013	E-W(2): 0.361 *	
	TH	2.00	969	3,400	0.285 *	V/C: 0.676	
	LT	1.00	78	1,700	0.046	Lost Time: 0.100	
Northbound	RT	1.00	84	1,700	0.004	ICU: 0.776	
	TH	2.00	778	3,400	0.229 *	LOS: C	
	LT	1.00	187	1,700	0.110		
Eastbound	RT	1.00	156	1,700	0.000		
	TH	2.00	927	3,400	0.273		
	LT	1.00	129	1,700	0.076 *		

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: GREEN STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.314 *
	TH	2.00	584	3,400	0.172	N-S(2): 0.172
	LT	1.00	158	1,700	0.093 *	E-W(1): 0.187 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.108
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.501
Northbound	RT	0.00	89	0	0.000	Lost Time: 0.100
	TH	2.00	662	3,400	0.221 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	74	1,700	0.044	ICU: 0.601
	TH	3.00	954	5,100	0.187 *	
	LT	1.00	183	1,700	0.108	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.298 *
	TH	2.00	718	3,400	0.211	N-S(2): 0.211
	LT	1.00	101	1,700	0.059 *	E-W(1): 0.239 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.170
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.537
Northbound	RT	0.00	59	0	0.000	Lost Time: 0.100
	TH	2.00	752	3,400	0.239 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	179	1,700	0.105	ICU: 0.637
	TH	3.00	1,220	5,100	0.239 *	
	LT	1.00	289	1,700	0.170	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: CORDOVA STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	152	0	0.000	N-S(1): 0.275 *
	TH	2.00	412	3,400	0.166	N-S(2): 0.207
	LT	1.00	104	1,700	0.061 *	E-W(1): 0.092
Westbound	RT	0.00	82	0	0.000	E-W(2): 0.181 *
	TH	2.00	445	3,400	0.155 *	
	LT	1.00	48	1,700	0.028	V/C: 0.456
Northbound	RT	0.00	60	0	0.000	Lost Time: 0.100
	TH	2.00	667	3,400	0.214 *	
	LT	1.00	69	1,700	0.041	
Eastbound	RT	0.00	19	0	0.000	ICU: 0.556
	TH	2.00	197	3,400	0.064	
	LT	1.00	44	1,700	0.026 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	180	0	0.000	N-S(1): 0.255 *
	TH	2.00	619	3,400	0.235	N-S(2): 0.246
	LT	1.00	113	1,700	0.066 *	E-W(1): 0.171
Westbound	RT	0.00	98	0	0.000	E-W(2): 0.251 *
	TH	2.00	656	3,400	0.222 *	
	LT	1.00	128	1,700	0.075	V/C: 0.506
Northbound	RT	0.00	33	0	0.000	Lost Time: 0.100
	TH	2.00	608	3,400	0.189 *	
	LT	1.00	18	1,700	0.011	
Eastbound	RT	0.00	40	0	0.000	ICU: 0.606
	TH	2.00	287	3,400	0.096	
	LT	1.00	49	1,700	0.029 *	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: DEL MAR BOULEVARD						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph				N-S Split Phase : N		
Left-Turn Lane: 1700 vph				E-W Split Phase : N		
Dual LT Penalty: 10 %				Lost Time (% of cycle): 10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	42	1,700	0.000	N-S(1): 0.370 *
	TH	1.00	321	1,700	0.189	N-S(2): 0.237
	LT	1.00	88	1,700	0.052 *	E-W(1): 0.248
Westbound	RT	0.00	118	0	0.000	E-W(2): 0.334 *
	TH	2.00	866	3,400	0.289 *	
	LT	1.00	72	1,700	0.042	V/C: 0.704
Northbound	RT	1.00	54	1,700	0.000	Lost Time: 0.100
	TH	1.00	540	1,700	0.318 *	
	LT	1.00	81	1,700	0.048	
Eastbound	RT	0.00	46	0	0.000	ICU: 0.804
	TH	2.00	654	3,400	0.206	
	LT	1.00	77	1,700	0.045 *	LOS: D
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	104	1,700	0.016	N-S(1): 0.334 *
	TH	1.00	469	1,700	0.276	N-S(2): 0.301
	LT	1.00	107	1,700	0.063 *	E-W(1): 0.340 *
Westbound	RT	0.00	112	0	0.000	E-W(2): 0.326
	TH	2.00	843	3,400	0.281	
	LT	1.00	85	1,700	0.050 *	V/C: 0.674
Northbound	RT	1.00	71	1,700	0.000	Lost Time: 0.100
	TH	1.00	460	1,700	0.271 *	
	LT	1.00	43	1,700	0.025	
Eastbound	RT	0.00	48	0	0.000	ICU: 0.774
	TH	2.00	937	3,400	0.290 *	
	LT	1.00	77	1,700	0.045	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: CALIFORNIA BOULEVARD						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph				N-S Split Phase : N		
Left-Turn Lane: 1700 vph				E-W Split Phase : N		
Dual LT Penalty: 10 %				Lost Time (% of cycle): 10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	100	1,700	0.014	N-S(1): 0.320 *
	TH	1.00	383	1,700	0.242	N-S(2): 0.268
	LT	0.00	29	1,700	0.017 *	E-W(1): 0.226
Westbound	RT	0.00	95	0	0.000	E-W(2): 0.326 *
	TH	2.00	862	3,400	0.281 *	
	LT	1.00	13	1,700	0.008	V/C: 0.646
Northbound	RT	1.00	115	1,700	0.060	Lost Time: 0.100
	TH	1.00	471	1,700	0.303 *	
	LT	0.00	44	1,700	0.026	
Eastbound	RT	0.00	28	0	0.000	ICU: 0.746
	TH	2.00	712	3,400	0.218	
	LT	1.00	76	1,700	0.045 *	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	61	1,700	0.000	N-S(1): 0.277
	TH	1.00	455	1,700	0.284 *	N-S(2): 0.302 *
	LT	0.00	28	1,700	0.016	E-W(1): 0.360 *
Westbound	RT	0.00	58	0	0.000	E-W(2): 0.307
	TH	2.00	775	3,400	0.245	
	LT	1.00	32	1,700	0.019 *	V/C: 0.662
Northbound	RT	1.00	129	1,700	0.057	Lost Time: 0.100
	TH	1.00	412	1,700	0.261	
	LT	0.00	31	1,700	0.018 *	
Eastbound	RT	0.00	43	0	0.000	ICU: 0.762
	TH	2.00	1,118	3,400	0.341 *	
	LT	1.00	106	1,700	0.062	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EL MOLINO AVENUE						
East/West Street: MAPLE STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	52	0	0.000	N-S(1): 0.102
	TH	2.00	305	3,400	0.105 *	N-S(2): 0.137 *
	LT	0.00	0	0	0.000	E-W(1): 0.098
Westbound	RT	0.00	19	0	0.000	E-W(2): 0.223 *
	TH	2.00	573	3,400	0.223 *	V/C: 0.360
	LT	0.00	167	1,700	0.098	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	ICU: 0.460
	TH	1.00	173	1,700	0.102	
	LT	1.00	55	1,700	0.032 *	
Eastbound	RT	0.00	0	0	0.000	LOS: A
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	25	0	0.000	N-S(1): 0.236 *
	TH	2.00	193	3,400	0.064	N-S(2): 0.131
	LT	0.00	0	0	0.000 *	E-W(1): 0.096
Westbound	RT	0.00	41	0	0.000	E-W(2): 0.213 *
	TH	2.00	520	3,400	0.213 *	V/C: 0.449
	LT	0.00	164	1,700	0.096	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	ICU: 0.549
	TH	1.00	401	1,700	0.236 *	
	LT	1.00	114	1,700	0.067	
Eastbound	RT	0.00	0	0	0.000	LOS: A
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EL MOLINO AVENUE						
East/West Street: CORSON STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.163 *
	TH	2.00	415	3,400	0.122	N-S(2): 0.122
	LT	1.00	82	1,700	0.048 *	E-W(1): 0.125 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.017
	TH	0.00	0	0	0.000	V/C: 0.288
	LT	0.00	0	0	0.000 *	Lost Time: 0.100
Northbound	RT	1.00	69	1,700	0.041	ICU: 0.388
	TH	1.00	195	1,700	0.115 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	80	0	0.000	LOS: A
	TH	2.00	315	3,400	0.125 *	
	LT	0.00	29	1,700	0.017	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.279 *
	TH	2.00	313	3,400	0.092	N-S(2): 0.092
	LT	1.00	39	1,700	0.023 *	E-W(1): 0.269 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.046
	TH	0.00	0	0	0.000	V/C: 0.548
	LT	0.00	0	0	0.000 *	Lost Time: 0.100
Northbound	RT	1.00	122	1,700	0.072	ICU: 0.648
	TH	1.00	435	1,700	0.256 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	74	0	0.000	LOS: B
	TH	2.00	763	3,400	0.269 *	
	LT	0.00	78	1,700	0.046	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EL MOLINO AVENUE						
East/West Street: WALNUT STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	113	0	0.000	N-S(1): 0.151
	TH	1.00	410	1,700	0.322 *	N-S(2): 0.331 *
	LT	0.00	25	1,700	0.015	E-W(1): 0.192
Westbound	RT	0.00	38	0	0.000	E-W(2): 0.239 *
	TH	2.00	725	3,400	0.224 *	V/C: 0.570
	LT	1.00	65	1,700	0.038	Lost Time: 0.100
Northbound	RT	0.00	23	0	0.000	ICU: 0.670
	TH	1.00	194	1,700	0.136	
	LT	0.00	15	1,700	0.009 *	
Eastbound	RT	0.00	88	0	0.000	LOS: B
	TH	2.00	436	3,400	0.154	
	LT	1.00	25	1,700	0.015 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	96	0	0.000	N-S(1): 0.342 *
	TH	1.00	253	1,700	0.235	N-S(2): 0.261
	LT	0.00	51	1,700	0.030 *	E-W(1): 0.327 *
Westbound	RT	0.00	82	0	0.000	E-W(2): 0.283
	TH	2.00	759	3,400	0.247	V/C: 0.669
	LT	1.00	57	1,700	0.034 *	Lost Time: 0.100
Northbound	RT	0.00	86	0	0.000	ICU: 0.769
	TH	1.00	400	1,700	0.312 *	
	LT	0.00	44	1,700	0.026	
Eastbound	RT	0.00	88	0	0.000	LOS: C
	TH	2.00	909	3,400	0.293 *	
	LT	1.00	62	1,700	0.036	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EL MOLINO AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	46	0	0.000	N-S(1): 0.211
	TH	1.00	329	1,700	0.245 *	N-S(2): 0.275 *
	LT	0.00	42	1,700	0.025	E-W(1): 0.185
Westbound	RT	1.00	50	1,700	0.005	E-W(2): 0.236 *
	TH	2.00	733	3,400	0.216 *	V/C: 0.511
	LT	1.00	71	1,700	0.042	Lost Time: 0.100
Northbound	RT	0.00	33	0	0.000	ICU: 0.611
	TH	1.00	232	1,700	0.186	
	LT	0.00	51	1,700	0.030 *	
Eastbound	RT	1.00	56	1,700	0.003	LOS: B
	TH	2.00	487	3,400	0.143	
	LT	1.00	34	1,700	0.020 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	68	0	0.000	N-S(1): 0.360 *
	TH	1.00	322	1,700	0.271	N-S(2): 0.319
	LT	0.00	71	1,700	0.042 *	E-W(1): 0.342
Westbound	RT	1.00	76	1,700	0.003	E-W(2): 0.354 *
	TH	2.00	1,031	3,400	0.303 *	V/C: 0.714
	LT	1.00	61	1,700	0.036	Lost Time: 0.100
Northbound	RT	0.00	77	0	0.000	ICU: 0.814
	TH	1.00	383	1,700	0.318 *	
	LT	0.00	81	1,700	0.048	
Eastbound	RT	1.00	54	1,700	0.000	LOS: D
	TH	2.00	1,041	3,400	0.306	
	LT	1.00	87	1,700	0.051 *	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT							
North/South Street: LAKE AVENUE							
East/West Street: MAPLE STREET							
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)							
Thru Lane:	1700 vph					N-S Split Phase :	N
Left-Turn Lane:	1700 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle):	10
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	564	1,700	0.332 *	N-S(1): 0.221	
	TH	2.00	817	3,400	0.240	N-S(2): 0.480 *	
	LT	0.00	0	0	0.000	E-W(1): 0.397 *	
Westbound	RT	1.00	170	1,700	0.100	E-W(2): 0.358	
	TH	1.74	1,056	2,953	0.358	V/C: 0.877	
	LT	1.26	768	1,933	0.397 *	Lost Time: 0.100	
Northbound	RT	0.00	0	0	0.000	ICU: 0.977	
	TH	2.00	750	3,400	0.221	LOS: E	
	LT	2.00	454	3,060	0.148 *		
Eastbound	RT	0.00	0	0	0.000		
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	378	1,700	0.222	N-S(1): 0.465	
	TH	2.00	843	3,400	0.248 *	N-S(2): 0.496 *	
	LT	0.00	0	0	0.000	E-W(1): 0.271 *	
Westbound	RT	1.00	249	1,700	0.146	E-W(2): 0.244	
	TH	1.78	740	3,034	0.244	V/C: 0.767	
	LT	1.22	504	1,860	0.271 *	Lost Time: 0.100	
Northbound	RT	0.00	0	0	0.000	ICU: 0.867	
	TH	2.00	1,581	3,400	0.465	LOS: D	
	LT	2.00	759	3,060	0.248 *		
Eastbound	RT	0.00	0	0	0.000		
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT							
North/South Street: LAKE AVENUE							
East/West Street: CORSON STREET							
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)							
Thru Lane:	1700 vph					N-S Split Phase :	N
Left-Turn Lane:	1700 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle):	10
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.265 *	
	TH	3.00	1,228	5,100	0.241	N-S(2): 0.241	
	LT	2.00	367	3,060	0.120 *	E-W(1): 0.266	
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.296 *	
	TH	0.00	0	0	0.000 *	V/C: 0.561	
	LT	0.00	0	0	0.000	Lost Time: 0.100	
Northbound	RT	1.28	314	2,170	0.145	ICU: 0.661	
	TH	1.72	424	2,930	0.145 *	LOS: B	
	Left-Turns at Maple	TH	2.00	267	3,400	0.079	
Eastbound	RT	2.00	997	3,400	0.254		
	TH	1.92	867	3,258	0.266		
	LT	1.08	490	1,657	0.296 *		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.345 *	
	TH	3.00	1,139	5,100	0.223	N-S(2): 0.223	
	LT	2.00	205	3,060	0.067 *	E-W(1): 0.357	
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.396 *	
	TH	0.00	0	0	0.000 *	V/C: 0.741	
	LT	0.00	0	0	0.000	Lost Time: 0.100	
Northbound	RT	1.00	386	1,700	0.227	ICU: 0.841	
	TH	2.00	946	3,400	0.278 *	LOS: D	
	Left-Turns at Maple	TH	2.00	454	3,400	0.134	
Eastbound	RT	1.09	662	1,856	0.234		
	TH	2.36	1,432	4,015	0.357		
	LT	1.55	938	2,367	0.396 *		

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: WALNUT STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	104	0	0.000	N-S(1): 0.225
	TH	3.00	1,994	5,100	0.411 *	N-S(2): 0.463 *
	LT	1.00	124	1,700	0.073	E-W(1): 0.169
Westbound	RT	0.00	65	0	0.000	E-W(2): 0.298 *
	TH	2.00	765	3,400	0.244 *	V/C: 0.761
	LT	1.00	97	1,700	0.057	
Northbound	RT	1.00	52	1,700	0.000	ICU: 0.861
	TH	3.00	777	5,100	0.152	
	LT	1.00	89	1,700	0.052 *	
Eastbound	RT	0.00	58	0	0.000	LOS: D
	TH	2.00	324	3,400	0.112	
	LT	2.00	165	3,060	0.054 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	122	0	0.000	N-S(1): 0.365 *
	TH	3.00	1,497	5,100	0.317 *	N-S(2): 0.365 *
	LT	1.00	179	1,700	0.105 *	E-W(1): 0.265
Westbound	RT	0.00	111	0	0.000	E-W(2): 0.304 *
	TH	2.00	522	3,400	0.186 *	V/C: 0.669
	LT	1.00	33	1,700	0.019	
Northbound	RT	1.00	108	1,700	0.044	ICU: 0.769
	TH	3.00	1,328	5,100	0.260 *	
	LT	1.00	81	1,700	0.048 *	
Eastbound	RT	0.00	55	0	0.000	LOS: C
	TH	2.00	783	3,400	0.246	
	LT	2.00	361	3,060	0.118 *	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	221	1,700	0.035	N-S(1): 0.293
	TH	2.00	997	3,400	0.293 *	N-S(2): 0.371 *
	LT	1.00	195	1,700	0.115	E-W(1): 0.157
Westbound	RT	1.00	145	1,700	0.000	E-W(2): 0.278 *
	TH	2.00	623	3,400	0.183 *	V/C: 0.649
	LT	1.00	104	1,700	0.061	
Northbound	RT	0.00	57	0	0.000	ICU: 0.749
	TH	3.00	852	5,100	0.178	
	LT	1.00	132	1,700	0.078 *	
Eastbound	RT	1.00	57	1,700	0.000	LOS: C
	TH	2.00	327	3,400	0.096	
	LT	1.00	162	1,700	0.095 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	285	1,700	0.021	N-S(1): 0.431 *
	TH	2.00	932	3,400	0.274	N-S(2): 0.385
	LT	1.00	302	1,700	0.178 *	E-W(1): 0.308
Westbound	RT	1.00	218	1,700	0.000	E-W(2): 0.354 *
	TH	2.00	708	3,400	0.208 *	V/C: 0.785
	LT	1.00	114	1,700	0.067	
Northbound	RT	0.00	127	0	0.000	ICU: 0.885
	TH	3.00	1,164	5,100	0.253 *	
	LT	1.00	188	1,700	0.111	
Eastbound	RT	1.00	158	1,700	0.000	LOS: D
	TH	2.00	819	3,400	0.241	
	LT	1.00	249	1,700	0.146 *	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: DEL MAR BOULEVARD						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph				N-S Split Phase : N		
Left-Turn Lane: 1700 vph				E-W Split Phase : N		
Dual LT Penalty: 10 %				Lost Time (% of cycle): 10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	220	1,700	0.050	N-S(1): 0.260 *
	TH	2.00	442	3,400	0.130	N-S(2): 0.189
	LT	1.00	94	1,700	0.055 *	E-W(1): 0.189
Westbound	RT	1.00	158	1,700	0.038	E-W(2): 0.366 *
	TH	2.00	977	3,400	0.287 *	
	LT	1.00	68	1,700	0.040	V/C: 0.626
Northbound	RT	0.00	73	0	0.000	Lost Time: 0.100
	TH	2.00	625	3,400	0.205 *	
	LT	1.00	100	1,700	0.059	
Eastbound	RT	1.00	90	1,700	0.000	ICU: 0.726
	TH	2.00	505	3,400	0.149	
	LT	1.00	135	1,700	0.079 *	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	139	1,700	0.009	N-S(1): 0.334 *
	TH	2.00	668	3,400	0.196	N-S(2): 0.264
	LT	1.00	224	1,700	0.132 *	E-W(1): 0.341 *
Westbound	RT	1.00	126	1,700	0.000	E-W(2): 0.258
	TH	2.00	633	3,400	0.186	
	LT	1.00	94	1,700	0.055 *	V/C: 0.675
Northbound	RT	0.00	115	0	0.000	Lost Time: 0.100
	TH	2.00	572	3,400	0.202 *	
	LT	1.00	115	1,700	0.068	
Eastbound	RT	1.00	117	1,700	0.001	ICU: 0.775
	TH	2.00	972	3,400	0.286 *	
	LT	1.00	123	1,700	0.072	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: CALIFORNIA BOULEVARD						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS (WITH MACY'S TRIP CREDITS)						
Thru Lane: 1700 vph				N-S Split Phase : N		
Left-Turn Lane: 1700 vph				E-W Split Phase : N		
Dual LT Penalty: 10 %				Lost Time (% of cycle): 10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	167	1,700	0.008	N-S(1): 0.231
	TH	1.00	369	1,700	0.217 *	N-S(2): 0.311 *
	LT	1.00	97	1,700	0.057	E-W(1): 0.309
Westbound	RT	1.00	102	1,700	0.003	E-W(2): 0.445 *
	TH	1.00	601	1,700	0.354 *	
	LT	1.00	75	1,700	0.044	V/C: 0.756
Northbound	RT	0.00	93	0	0.000	Lost Time: 0.100
	TH	2.00	497	3,400	0.174	
	LT	1.00	159	1,700	0.094 *	
Eastbound	RT	1.00	119	1,700	0.000	ICU: 0.856
	TH	1.00	451	1,700	0.265	
	LT	1.00	154	1,700	0.091 *	LOS: D
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	363	1,700	0.104	N-S(1): 0.237
	TH	1.00	530	1,700	0.312 *	N-S(2): 0.389 *
	LT	1.00	145	1,700	0.085	E-W(1): 0.494 *
Westbound	RT	1.00	96	1,700	0.000	E-W(2): 0.399
	TH	1.00	492	1,700	0.289	
	LT	1.00	105	1,700	0.062 *	V/C: 0.883
Northbound	RT	0.00	105	0	0.000	Lost Time: 0.100
	TH	2.00	412	3,400	0.152	
	LT	1.00	131	1,700	0.077 *	
Eastbound	RT	1.00	142	1,700	0.006	ICU: 0.983
	TH	1.00	734	1,700	0.432 *	
	LT	1.00	187	1,700	0.110	LOS: E

* = Critical Movement

APPENDIX F5

**Multimodal Level of Service (MMLOS) Analysis Data Worksheets
(with Macy's Trip Credits)**

**MMLOS Worksheets – Baseline (2013) Conditions
(with Macy’s Trip Credits)**

Results Summary

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Union Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.02	C	3.22	C	4.13	D
Colorado Boulevard	Ped	2.71	B	2.39	B	3.50	C
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.79	C	3.20	C	3.93	D
Green Street	Ped	2.50	B	2.05	B	3.37	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.17	C	4.37	E	4.04	D
Cordova Street	Ped	2.53	B	1.87	A	3.31	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	n/a	n/a			
	Bike	4.02	D	C	67%	3
	Ped	3.37	C	C	100%	3
	Overall					

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle		Pedestrian			
			Link LOS	Intrsectn LOS	Link LOS	Intrsectn LOS	Segment LOS	
1	n/a	n/a	C	C	D	B	B	D
2	n/a	n/a	C	C	D	B	B	C
3	n/a	n/a	E	C	D	A	B	C
Facility	n/a	n/a			D			C

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Speed Calculation Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Auto Speed Calculation (N/A)

Segment & Downstream Signal	Ajd Free Speed (mph)	Segment Length (feet)	Control Delay (secs)	Running Time (secs)	Calib Adjmnt (mph)	Calming Reduction (mph)	Average Speed (mph)	HCM 2010 LOS

Transit Speed Calculation (N/A)

Segment	Segment Length (feet)	Bus Stops (#)	Running Speed (mph)	Stop Delay (sec)	Running Time (sec)	Delay at Intersectn (sec)	Travel Speed (mph)	HCM 2010 LOS



Pedestrian & Bicycle LOS Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Pedestrian LOS Calculation

Segment & Downstream Signal	Cross Street Xing Score	Cross Street Xing LOS	Segment Xing Score	Segment Xing LOS	Link LOS Score	Link LOS	RCDF	Segment LOS Score	HCM 2010 Segment LOS
Segment #1	2.71	B	2.41	B	2.39	B	1.18	3.50	C
Segment #2	2.50	B	2.66	B	2.05	B	1.20	3.37	C
Segment #3	2.53	B	2.46	B	1.87	A	1.20	3.31	C
Average								3.37	C

Bicycle LOS Calculation

Segment & Downstream Signal	Mid-Seg Traffic Speed (mph)	Bicycle Travel Speed (mph)	Intersectn LOS Score	Intersectn LOS	Link LOS Score	Link LOS	Segment LOS Score	HCM 2010 Segment LOS
Segment #1	18.5	7.2	3.02	C	3.22	C	4.13	D
Segment #2	20.3	8.5	2.79	C	3.20	C	3.93	D
Segment #3	24.5	10.3	3.17	C	4.37	E	4.04	D
Average		9.0					4.02	D



Layout Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Union Street	48		Signal	3	25	0	0	0
Seg #1	70	345	Signal	6	25	223	0	0
Colorado Boulevard								
Seg #2	56	481	Signal	5	30	229	0	0
Green Street								
Seg #3	60	817	Signal	5	35	74	0	0
Cordova Street								

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Traffic Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Union Street	Colorado Boulevard	25	0	0	Yes	2	1	1
2	Colorado Boulevard	Green Street	25	3	100	Yes	2	1	0
3	Green Street	Cordova Street	25	2	0	Yes	2	1	1

Traffic Counts D= 51 K= 7.1 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1219	2	62	17	1800	0.92	605	1512
2	0	0	0	1240	2	0	37	1800	0.92	453	1512
3	0	0	0	1237	2	48	26	1800	0.92	428	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Union Street	Colorado Boulevard	0	No	0	0	0	0
2	Colorado Boulevard	Green Street	0	No	0	0	0	0
3	Green Street	Cordova Street	0	No	0	0	0	0

Transit Level of Service Calculation (N/A)

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceived Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS

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Transit Data Report - continued

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Union Street	Colorado Boulevard					
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Green Street					
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Cordova Street					

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Cross Section Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

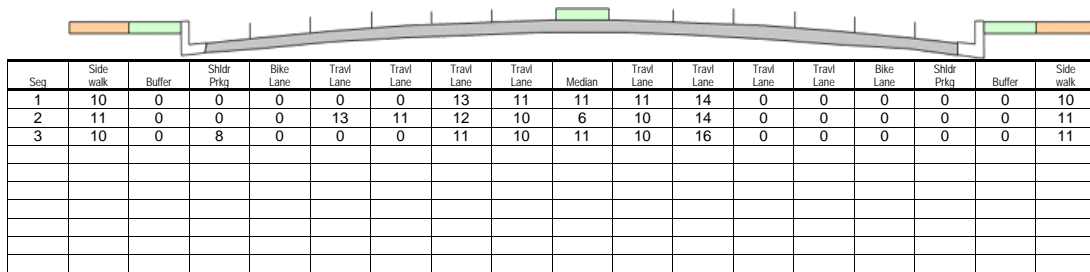
Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Union Street	Colorado Boulevard	0	No	0	No	Yes	3	No
2	Colorado Boulevard	Green Street	0	No	0	No	Yes	3	No
3	Green Street	Cordova Street	0	No	48	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	0	0	2	2	0
2	[1]	[2]	0	0	0	0	0	0	0	2	0
3	[1]	[2]	0	0	0	0	0	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Cordova Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	1.97	A	3.48	C	3.71	D
Green Street	Ped	2.62	B	2.47	B	3.50	C
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.27	C	3.27	C
to	Bike	2.70	B	3.26	C	3.53	D
Colorado Boulevard	Ped	2.71	B	2.28	B	3.47	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.35	C	3.35	C
to	Bike	2.23	B	3.06	C	3.93	D
Union Street	Ped	2.06	B	2.33	B	3.36	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.35	C	C	100%	3
	Bike	3.71	D	C	67%	3
	Ped	3.46	C	C	100%	3
	Overall					

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	n/a	C	A	D	B	B	D
2	n/a	C	C	B	D	B	B	C
3	n/a	C	C	B	D	B	B	C
Facility	n/a	C			D			C

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Layout Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Cordova Street	70		Signal	5	35	272	0	0
Seg #1	46	833	Signal	4	30	0	0	0
Green Street								
Seg #2	70	467	Signal	6	25	236	0	0
Colorado Boulevard								
Seg #3	35	376	Signal	3	25	143	0	0
Union Street								

—||—

Traffic Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Cordova Street	Green Street	25	2	0	No	2	1	1
2	Green Street	Colorado Boulevard	25	3	100	Yes	2	0	1
3	Colorado Boulevard	Union Street	25	0	0	Yes	2	1	1

Traffic Counts D= 49 K= 7.1 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1123	2	123	20	1800	0.92	543	1512
2	0	0	0	1244	2	62	15	1800	0.92	509	1512
3	0	0	0	1290	2	0	10	1800	0.92	615	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

—||—

Transit Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Cordova Street	Green Street	0	No	0	0	0	0
2	Green Street	Colorado Boulevard	0	No	0	0	0	0
3	Colorado Boulevard	Union Street	0	No	0	0	0	0

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2	Yes	No	No RTs	Typical	2.4805	0.8244	2.0450	2.28	3.27	C
3	Yes	No	No RTs	Typical	2.4805	0.8055	1.9981	2.33	3.35	C

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Transit Data Report - continued

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Cordova Street	Green Street					
		ARTS 40	3	80	75	11

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Colorado Boulevard					
		ARTS 40	3	80	75	0

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Cross Section Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

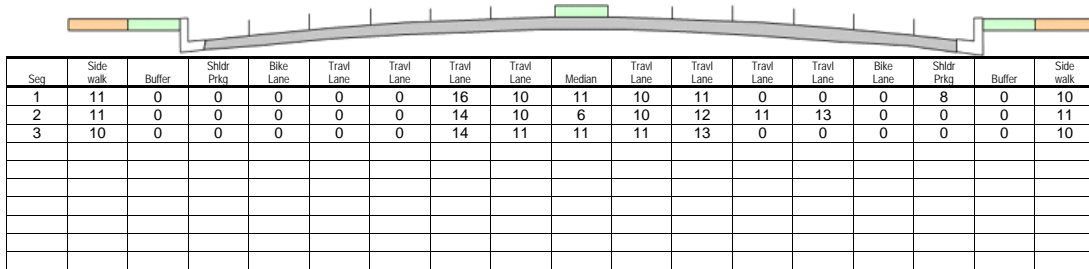
Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Cordova Street	Green Street	0	No	0	No	Yes	3	No
2	Green Street	Colorado Boulevard	0	No	0	No	Yes	3	No
3	Colorado Boulevard	Union Street	0	No	0	No	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	0	25	0	2	0
2	[1]	[2]	0	0	0	0	45	10	0	2	0
3	[1]	[2]	0	0	0	0	96	0	0	1	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Union Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.13	C	3.31	C	4.17	D
Colorado Boulevard	Ped	2.85	C	2.55	B	3.56	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.87	C	3.26	C	3.95	D
Green Street	Ped	2.61	B	2.10	B	3.41	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.40	C	4.55	E	4.13	D
Cordova Street	Ped	2.57	B	2.18	B	3.42	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	n/a	n/a			
	Bike	4.09	D	C	67%	3
	Ped	3.45	C	C	100%	3
	Overall					

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle		Pedestrian			
			Link LOS	Intrsectn LOS	Link LOS	Intrsectn LOS	Segment LOS	
1	n/a	n/a	C	C	D	B	C	D
2	n/a	n/a	C	C	D	B	B	C
3	n/a	n/a	E	C	D	B	B	C
Facility	n/a	n/a			D			C

==||==

Layout Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Union Street	48		Signal	3	25	0	0	0
Seg #1	70	345	Signal	6	25	386	0	0
Colorado Boulevard								
Seg #2	56	481	Signal	5	30	341	0	0
Green Street								
Seg #3	60	817	Signal	5	35	81	0	0
Cordova Street								

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Traffic Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Union Street	Colorado Boulevard	25	0	0	Yes	2	1	1
2	Colorado Boulevard	Green Street	25	3	100	Yes	2	1	0
3	Green Street	Cordova Street	25	2	0	Yes	2	1	1

Traffic Counts D= 53 K= 8.5 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1475	2	81	27	1800	0.92	635	1512
2	0	0	0	1383	2	0	25	1800	0.92	605	1512
3	0	0	0	1454	2	25	29	1800	0.92	610	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

—||—

Transit Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Union Street	Colorado Boulevard	0	No	0	0	0	0
2	Colorado Boulevard	Green Street	0	No	0	0	0	0
3	Green Street	Cordova Street	0	No	0	0	0	0

Transit Level of Service Calculation (N/A)

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceived Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS

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Transit Data Report - continued

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Union Street	Colorado Boulevard					
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Green Street					
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Cordova Street					

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Cross Section Data Report

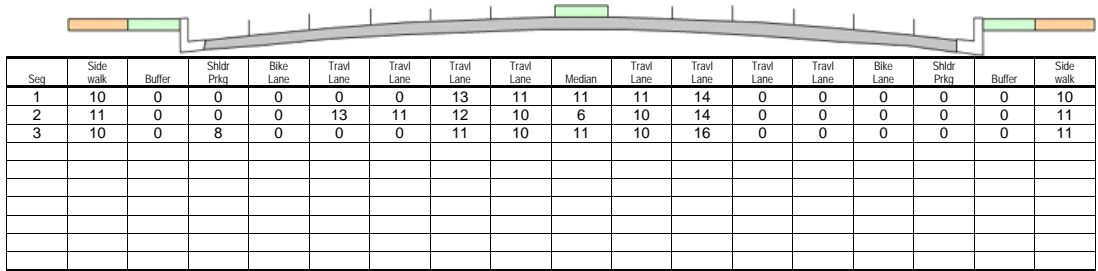
Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Union Street	Colorado Boulevard	0	No	0	No	Yes	3	No
2	Colorado Boulevard	Green Street	0	No	0	No	Yes	3	No
3	Green Street	Cordova Street	0	No	48	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	0	0	2	2	0
2	[1]	[2]	0	0	0	0	0	0	0	2	0
3	[1]	[2]	0	0	0	0	0	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.
 [2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Cordova Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.07	B	3.56	D	3.73	D
Green Street	Ped	2.67	B	2.61	B	3.55	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.30	C	3.30	C
to	Bike	2.79	C	3.34	C	3.56	D
Colorado Boulevard	Ped	3.07	C	2.41	B	3.57	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.35	C	3.35	C
to	Bike	2.23	B	3.05	C	3.93	D
Union Street	Ped	2.25	B	2.32	B	3.40	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
Facility	Auto	n/a	n/a			
	Transit	3.35	C	C	100%	3
	Bike	3.73	D	C	67%	3
	Ped	3.52	D	C	67%	3
	Overall					

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	n/a	D	B	D	B	B	D
2	n/a	C	C	C	D	B	C	D
3	n/a	C	C	B	D	B	B	C
Facility	n/a	C			D			D

—||—

Layout Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Cordova Street	70		Signal	5	35	400	0	0
Seg #1	46	833	Signal	4	30	0	0	0
Green Street								
Seg #2	70	467	Signal	6	25	465	0	0
Colorado Boulevard								
Seg #3	35	376	Signal	3	25	382	0	0
Union Street								

==||==

Traffic Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Cordova Street	Green Street	25	2	0	No	2	1	1
2	Green Street	Colorado Boulevard	25	3	100	Yes	2	0	1
3	Colorado Boulevard	Union Street	25	0	0	Yes	2	1	1

Traffic Counts D= 47 K= 8.5 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1527	2	91	37	1800	0.92	509	1512
2	0	0	0	1394	2	207	21	1800	0.92	563	1512
3	0	0	0	1330	2	0	7	1800	0.92	632	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7		4	0

==||==

Transit Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Cordova Street	Green Street	0	No	0	0	0	0
2	Green Street	Colorado Boulevard	0	No	0	0	0	0
3	Colorado Boulevard	Union Street	0	No	0	0	0	0

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2	Yes	No	No RTs	Typical	2.4805	0.8240	2.0438	2.41	3.30	C
3	Yes	No	No RTs	Typical	2.4805	0.8056	1.9982	2.32	3.35	C

==||==

Transit Data Report - continued

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Cordova Street	Green Street					
		ARTS 40	3	80	75	11

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Colorado Boulevard					
		ARTS 40	3	80	75	0

==||==

Cross Section Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

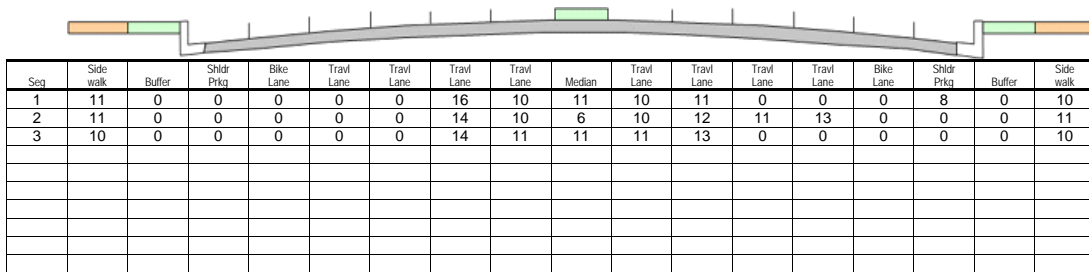
Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Cordova Street	Green Street	0	No	0	No	Yes	3	No
2	Green Street	Colorado Boulevard	0	No	0	No	Yes	3	No
3	Colorado Boulevard	Union Street	0	No	0	No	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	0	25	0	2	0
2	[1]	[2]	0	0	0	0	45	10	0	2	0
3	[1]	[2]	0	0	0	0	96	0	0	1	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Union Street	Transit	n/a	n/a	3.44	C	3.44	C
to	Bike	3.06	C	3.77	D	3.69	D
Colorado Boulevard	Ped	2.87	C	2.58	B	3.58	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.77	D	3.77	D
to	Bike	3.01	C	3.78	D	3.68	D
Green Street	Ped	2.67	B	2.51	B	3.52	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.40	C	3.40	C
to	Bike	3.02	C	3.79	D	3.89	D
Cordova Street	Ped	2.61	B	2.22	B	3.44	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.51	D	C	67%	3
	Bike	3.78	D	C	67%	3
	Ped	3.50	C	C	100%	3
	Overall		D	C	67%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	C	D	C	D	B	C	D
2	n/a	D	D	C	D	B	B	D
3	n/a	C	D	C	D	B	B	C
Facility	n/a	D			D			C

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Layout Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Union Street	73		Signal	3	25	0	0	0
Seg #1	69	503	Signal	6	25	202	0	0
Colorado Boulevard								
Seg #2	56	482	Signal	6	30	282	0	0
Green Street								
Seg #3	61	879	Signal	5	35	99	0	0
Cordova Street								

—||—

Traffic Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Union Street	Colorado Boulevard	30	2	0	Yes	2	0	0
2	Colorado Boulevard	Green Street	30	2	0	Yes	2	0	1
3	Green Street	Cordova Street	30	0	0	Yes	2	1	1

Traffic Counts D= 47 K= 7.3 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1484	2	152	26	1800	0.92	593	1512
2	0	0	0	1426	2	19	23	1800	0.92	558	1512
3	0	0	0	1278	2	63	41	1800	0.92	375	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	III	4	0
2	100	42	7	7	III	4	0
3	100	42	7	7	III	4	0

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Transit Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Union Street	Colorado Boulevard	1	No	32	0	0	100
2	Colorado Boulevard	Green Street	1	No	32	0	100	100
3	Green Street	Cordova Street	1	No	32	0	0	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.1498	0.6240	1.9656	2.58	3.44	C
2	Yes	No	No RTs	Typical	2.7951	0.6209	1.7355	2.51	3.77	D
3	Yes	No	No RTs	Typical	2.7951	0.7004	1.9577	2.22	3.40	C
Avg									3.51	D

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Transit Data Report - continued

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Union Street	Colorado Boulevard	MTA 267	2	80	75	0
		MTA 687	2	80	75	0
		LADTO	2	80	75	0
		CE 549				
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Green Street	MTA 267	2	80	75	0
		LADOT	2	80	75	0
		CE 549				
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Cordova Street	MTA 267	2	80	75	0
		LADOT	2	80	75	0
		CE 549				

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Cross Section Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013


Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Union Street	Colorado Boulevard	0	No	0	No	Yes	3	No
2	Colorado Boulevard	Green Street	0	No	0	No	Yes	3	No
3	Green Street	Cordova Street	0	No	22	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	35	0	0	2	0
2	[1]	[2]	0	0	0	0	0	0	0	2	0
3	[1]	[2]	0	0	0	0	18	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Seg	Side walk	Buffer	Shldr Prkq	Bike Lane	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Median	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Bike Lane	Shldr Prkq	Buffer	Side walk
1	10	0	0	0	0	0	13	10	10	10	10	0	0	0	8	0	10
2	12	0	0	0	0	0	12	10	10	10	18	0	0	0	0	0	10
3	12	0	8	0	0	0	12	11	0	10	24	0	0	0	0	0	10

Results Summary

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Cordova Street	Transit	n/a	n/a	3.40	C	3.40	C
to	Bike	0.29	A	1.95	A	3.38	C
Green Street	Ped	2.52	B	2.33	B	3.45	C
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.79	D	3.79	D
to	Bike	2.04	B	2.86	C	3.79	D
Colorado Boulevard	Ped	2.83	C	2.45	B	3.53	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.31	C	3.31	C
to	Bike	3.40	C	4.27	E	3.86	D
Union Street	Ped	2.46	B	1.99	A	3.34	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.48	C	C	100%	3
	Bike	3.62	D	C	67%	3
	Ped	3.44	C	C	100%	3
	Overall		D	C	75%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	C	A	A	C	B	B	C
2	n/a	D	C	B	D	B	C	D
3	n/a	C	E	C	D	A	B	C
Facility	n/a	C			D			C

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Layout Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Cordova Street	67		Signal	5	35	256	0	0
Seg #1	48	894	Signal	3	30	0	0	0
Green Street								
Seg #2	71	463	Signal	6	25	267	0	0
Colorado Boulevard								
Seg #3	54	513	Signal	5	25	186	0	0
Union Street								

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Traffic Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Cordova Street	Green Street	30	0	0	No	2	1	1
2	Green Street	Colorado Boulevard	30	2	0	Yes	2	1	0
3	Colorado Boulevard	Union Street	30	2	0	Yes	2	0	0

Traffic Counts D= 55 K= 7.3 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1225	2	151	7	1800	0.92	641	1512
2	0	0	0	1423	2	128	23	1800	0.92	639	1512
3	0	0	0	1376	2	24	20	1800	0.92	571	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	III	4	0
2	100	42	7	7	III	4	0
3	100	42	7	7	III	4	0

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Transit Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Cordova Street	Green Street	1	No	32	0	0	100
2	Green Street	Colorado Boulevard	1	No	32	0	100	100
3	Colorado Boulevard	Union Street	1	No	32	0	100	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	2.7951	0.7024	1.9634	2.33	3.40	C
2	Yes	No	No RTs	Typical	2.7951	0.6137	1.7154	2.45	3.79	D
3	Yes	No	No RTs	Typical	3.1498	0.6316	1.9893	1.99	3.31	C
Avg									3.48	C

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Transit Data Report - continued

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Cordova Street	Green Street	MTA 267	2	80	75	0
		LADOT	2	80	75	0
		CE 549				
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Colorado Boulevard	MTA 267	2	80	75	0
		LADOT	2	80	75	0
		CE 549				
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Union Street	MTA 267	2	80	75	0
		MTA 687	2	80	75	0
		LADOT	2	80	75	0
		CE 549				

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Cross Section Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013


Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Cordova Street	Green Street	0	No	0	No	Yes	3	No
2	Green Street	Colorado Boulevard	0	No	0	No	Yes	3	No
3	Colorado Boulevard	Union Street	0	No	43	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	19	0	0	2	0
2	[1]	[2]	0	0	0	0	47	0	0	2	0
3	[1]	[2]	0	0	0	0	65	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Seg	Side walk	Buffer	Shldr Prkq	Bike Lane	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Median	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Bike Lane	Shldr Prkq	Buffer	Side walk
1	10	0	0	0	0	0	24	10	0	11	13	0	0	0	0	0	12
2	10	0	0	0	0	0	18	10	10	10	12	0	0	0	0	0	12
3	10	0	8	0	0	0	10	10	10	10	12	0	0	0	8	0	10

Results Summary

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Union Street	Transit	n/a	n/a	3.45	C	3.45	C
to	Bike	3.10	C	3.80	D	3.70	D
Colorado Boulevard	Ped	3.22	C	2.64	B	3.65	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.79	D	3.79	D
to	Bike	3.08	C	3.83	D	3.70	D
Green Street	Ped	2.83	C	2.60	B	3.57	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.45	C	3.45	C
to	Bike	3.30	C	4.00	D	4.00	D
Cordova Street	Ped	2.61	B	2.59	B	3.53	D

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.54	D	C	67%	3
	Bike	3.84	D	C	67%	3
	Ped	3.57	D	C	67%	3
	Overall		D	C	67%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	C	D	C	D	B	C	D
2	n/a	D	D	C	D	B	C	D
3	n/a	C	D	C	D	B	B	D
Facility	n/a	D			D			D

—||—

Layout Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Union Street	73		Signal	3	25	0	0	0
Seg #1	69	503	Signal	6	25	438	0	0
Colorado Boulevard								
Seg #2	56	482	Signal	6	30	381	0	0
Green Street								
Seg #3	61	879	Signal	5	35	153	0	0
Cordova Street								

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Traffic Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Union Street	Colorado Boulevard	30	2	0	Yes	2	0	0
2	Colorado Boulevard	Green Street	30	2	0	Yes	2	0	1
3	Green Street	Cordova Street	30	0	0	Yes	2	1	1

Traffic Counts D= 48 K= 8.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1730	2	284	31	1800	0.92	587	1512
2	0	0	0	1723	2	61	13	1800	0.92	699	1512
3	0	0	0	1544	2	16	36	1800	0.92	626	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	III	4	0
2	100	42	7	7	III	4	0
3	100	42	7	7	III	4	0

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Transit Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Union Street	Colorado Boulevard	1	No	32	0	0	100
2	Colorado Boulevard	Green Street	1	No	32	0	100	100
3	Green Street	Cordova Street	1	No	32	0	0	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.1498	0.6240	1.9656	2.64	3.45	C
2	Yes	No	No RTs	Typical	2.7951	0.6209	1.7355	2.60	3.79	D
3	Yes	No	No RTs	Typical	2.7951	0.7004	1.9577	2.59	3.45	C
Avg									3.54	D

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Transit Data Report - continued

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Union Street	Colorado Boulevard	MTA 267	2	80	75	0
		MTA 687	2	80	75	0
		LADTO	2	80	75	0
		CE 549				
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Green Street	MTA 267	2	80	75	0
		LADOT	2	80	75	0
		CE 549				
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Cordova Street	MTA 267	2	80	75	0
		LADOT	2	80	75	0
		CE 549				

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Cross Section Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013


Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Union Street	Colorado Boulevard	0	No	0	No	Yes	3	No
2	Colorado Boulevard	Green Street	0	No	0	No	Yes	3	No
3	Green Street	Cordova Street	0	No	22	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	35	0	0	2	0
2	[1]	[2]	0	0	0	0	0	0	0	2	0
3	[1]	[2]	0	0	0	0	18	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Seg	Side walk	Buffer	Shldr Prkq	Bike Lane	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Median	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Bike Lane	Shldr Prkq	Buffer	Side walk
1	10	0	0	0	0	0	13	10	10	10	10	0	0	0	8	0	10
2	12	0	0	0	0	0	12	10	10	10	18	0	0	0	0	0	10
3	12	0	8	0	0	0	12	11	0	10	24	0	0	0	0	0	10

Results Summary

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Cordova Street	Transit	n/a	n/a	3.42	C	3.42	C
to	Bike	0.35	A	2.00	B	3.39	C
Green Street	Ped	2.51	B	2.42	B	3.47	C
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.84	D	3.84	D
to	Bike	2.25	B	2.94	C	3.82	D
Colorado Boulevard	Ped	2.97	C	2.72	B	3.62	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.38	C	3.38	C
to	Bike	3.74	D	4.47	E	4.03	D
Union Street	Ped	2.55	B	2.44	B	3.49	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.51	D	C	67%	3
	Bike	3.67	D	C	67%	3
	Ped	3.51	D	C	67%	3
	Overall		D	C	67%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	C	B	A	C	B	B	C
2	n/a	D	C	B	D	B	C	D
3	n/a	C	E	D	D	B	B	C
Facility	n/a	D			D			D

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Speed Calculation Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
Baseline (2013) Conditions - PM Peak Hour

Auto Speed Calculation (N/A)

Table with 9 columns: Segment & Downstream Signal, Afd Free Speed (mph), Segment Length (feet), Control Delay (secs), Running Time (secs), Calib Adjmnt (mph), Calming Reduction (mph), Average Speed (mph), HCM 2010 LOS. All cells are empty.

Transit Speed Calculation

Table with 9 columns: Segment, Segment Length (feet), Bus Stops (#), Running Speed (mph), Stop Delay (sec), Running Time (sec), Delay at Intersectn (sec), Travel Speed (mph), HCM 2010 LOS. Data for Segment #1, #2, #3, and Total/Avg.

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Pedestrian & Bicycle LOS Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
Baseline (2013) Conditions - PM Peak Hour

Pedestrian LOS Calculation

Table with 10 columns: Segment & Downstream Signal, Cross Street Xing Score, Cross Street Xing LOS, Segment Xing Score, Segment Xing LOS, Link LOS Score, Link LOS, RCDF, Segment LOS Score, HCM 2010 Segment LOS. Data for Segment #1, #2, #3, and Average.

Bicycle LOS Calculation

Table with 9 columns: Segment & Downstream Signal, Mid-Seg Traffic Speed (mph), Bicycle Travel Speed (mph), Intersectn LOS Score, Intersectn LOS, Link LOS Score, Link LOS, Segment LOS Score, HCM 2010 Segment LOS. Data for Segment #1, #2, #3, and Average.

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Layout Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Cordova Street	67		Signal	5	35	354	0	0
Seg #1	48	894	Signal	3	30	0	0	0
Green Street								
Seg #2	71	463	Signal	6	25	406	0	0
Colorado Boulevard								
Seg #3	54	513	Signal	5	25	207	0	0
Union Street								

==||==

Traffic Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Cordova Street	Green Street	30	0	0	No	2	1	1
2	Green Street	Colorado Boulevard	30	2	0	Yes	2	1	0
3	Colorado Boulevard	Union Street	30	2	0	Yes	2	0	0

Traffic Counts D= 52 K= 8.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1591	2	97	4	1800	0.92	737	1512
2	0	0	0	1740	2	152	26	1800	0.92	797	1512
3	0	0	0	1732	2	55	11	1800	0.92	994	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	III	4	0
2	100	42	7	7	III	4	0
3	100	42	7	7	III	4	0

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Transit Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Cordova Street	Green Street	1	No	32	0	0	100
2	Green Street	Colorado Boulevard	1	No	32	0	100	100
3	Colorado Boulevard	Union Street	1	No	32	0	100	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	2.7951	0.7024	1.9634	2.42	3.42	C
2	Yes	No	No RTs	Typical	2.7951	0.6137	1.7154	2.72	3.84	D
3	Yes	No	No RTs	Typical	3.1498	0.6316	1.9893	2.44	3.38	C
Avg									3.51	D

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Transit Data Report - continued

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Cordova Street	Green Street	MTA 267	2	80	75	0
		LADOT CE 549	2	80	75	0
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Colorado Boulevard	MTA 267	2	80	75	0
		LADOT CE 549	2	80	75	0
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Union Street	MTA 267	2	80	75	0
		MTA 687	2	80	75	0
		LADOT CE 549	2	80	75	0

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Cross Section Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

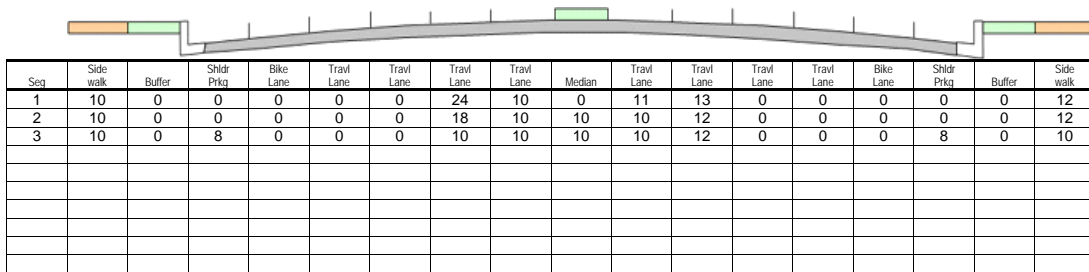
Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Cordova Street	Green Street	0	No	0	No	Yes	3	No
2	Green Street	Colorado Boulevard	0	No	0	No	Yes	3	No
3	Colorado Boulevard	Union Street	0	No	43	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	19	0	0	2	0
2	[1]	[2]	0	0	0	0	47	0	0	2	0
3	[1]	[2]	0	0	0	0	65	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Marengo Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.08	B	3.81	D	3.55	D
Garfield Avenue	Ped	n/a		2.43	B	n/a	
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.78	C	3.33	C	3.56	D
Euclid Avenue	Ped	1.80	A	2.27	B	3.27	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.06	C	3.49	C	4.06	D
Los Robles Avenue	Ped	2.46	B	2.28	B	3.43	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
Transit	n/a	n/a				
Bike	3.72	D	C		3	
Ped	3.43	C	C		3	
Overall			C	C	83%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	n/a	D	B	D	B	n/a	n/a
2	n/a	n/a	C	C	D	B	A	C
3	n/a	n/a	C	C	D	B	B	C
Facility	n/a	n/a			D			C

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Speed Calculation Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Auto Speed Calculation (N/A)

Segment & Downstream Signal	Ajd Free Speed (mph)	Segment Length (feet)	Control Delay (secs)	Running Time (secs)	Calib Adjmnt (mph)	Calming Reduction (mph)	Average Speed (mph)	HCM 2010 LOS

Transit Speed Calculation (N/A)

Segment	Segment Length (feet)	Bus Stops (#)	Running Speed (mph)	Stop Delay (sec)	Running Time (sec)	Delay at Intersectn (sec)	Travel Speed (mph)	HCM 2010 LOS

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Pedestrian & Bicycle LOS Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Pedestrian LOS Calculation

Segment & Downstream Signal	Cross Street Xing Score	Cross Street Xing LOS	Segment Xing Score	Segment Xing LOS	Link LOS Score	Link LOS	RCDF	Segment LOS Score	HCM 2010 Segment LOS
Segment #1	n/a	n/a	2.25	B	2.43	B	n/a	n/a	n/a
Segment #2	1.80	A	2.22	B	2.27	B	1.20	3.27	C
Segment #3	2.46	B	2.25	B	2.28	B	1.19	3.43	C

Bicycle LOS Calculation

Segment & Downstream Signal	Mid-Seg Traffic Speed (mph)	Bicycle Travel Speed (mph)	Intersectn LOS Score	Intersectn LOS	Link LOS Score	Link LOS	Segment LOS Score	HCM 2010 Segment LOS
Segment #1	22.2	8.8	2.08	B	3.81	D	3.55	D
Segment #2	20.2	7.9	2.78	C	3.33	C	3.56	D
Segment #3	20.6	8.1	3.06	C	3.49	C	4.06	D
Average		8.3					3.72	D

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Layout Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Marengo Avenue	66		Signal	5	25	278	0	0
Seg #1	0	522	Signal	0	0	0	0	0
Garfield Avenue								
Seg #2	50	411	Signal	2	25	44	0	0
Euclid Avenue								
Seg #3	59	440	Signal	4	30	351	0	0
Los Robles Avenue								

==||==

Traffic Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Marengo Avenue	Garfield Avenue	30	1	0	Yes	4	0	0
2	Garfield Avenue	Euclid Avenue	30	1	0	Yes	4	0	0
3	Euclid Avenue	Los Robles Avenue	30	1	0	Yes	3	1	0

Traffic Counts D= 100 K= 5.1 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1151	2	0	18	1800	0.92	1026	3024
2	0	0	0	1017	2	13	8	1800	0.92	1017	3024
3	0	0	0	1007	2	0	24	1800	0.92	832	2268

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

==||==

Transit Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Marengo Avenue	Garfield Avenue	0	No	0	0	0	0
2	Garfield Avenue	Euclid Avenue	0	No	0	0	0	0
3	Euclid Avenue	Los Robles Avenue	0	No	0	0	0	0

Transit Level of Service Calculation (N/A)

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS



Transit Data Report - continued

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Marengo Avenue	Garfield Avenue					
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Euclid Avenue					
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Los Robles Avenue					



Cross Section Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013


Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Marengo Avenue	Garfield Avenue	0	No	0	No	Yes	3	No
2	Garfield Avenue	Euclid Avenue	0	No	0	No	Yes	3	No
3	Euclid Avenue	Los Robles Avenue	0	No	0	No	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	54	0	0	2	0
2	[1]	[2]	0	0	0	0	52	0	0	2	0
3	[1]	[2]	0	0	0	0	2	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Seg	Side walk	Buffer	Shldr Prkq	Bike Lane	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Median	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Bike Lane	Shldr Prkq	Buffer	Side walk
1	18	0	0	0	12	11	11	14	0	0	0	0	0	0	8	0	10
2	18	0	0	0	12	11	11	22	0	0	0	0	0	0	0	0	10
3	12	0	0	0	12	11	11	16	0	0	0	0	0	0	8	0	12

Results Summary

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Marengo Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.23	B	3.94	D	3.58	D
Garfield Avenue	Ped	n/a		2.64	B	n/a	
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.02	C	3.50	D	3.64	D
Euclid Avenue	Ped	1.83	A	2.60	B	3.40	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.41	C	3.68	D	4.19	D
Los Robles Avenue	Ped	2.56	B	2.63	B	3.53	D

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
Facility	Auto	n/a	n/a			
	Transit	n/a	n/a			
	Bike	3.79	D	C		3
	Ped	3.53	D	C		3
	Overall			C	C	83%

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	n/a	D	B	D	B	n/a	n/a
2	n/a	n/a	D	C	D	B	A	C
3	n/a	n/a	D	C	D	B	B	D
Facility	n/a	n/a			D			D

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Speed Calculation Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Auto Speed Calculation (N/A)

Segment & Downstream Signal	Ajd Free Speed (mph)	Segment Length (feet)	Control Delay (secs)	Running Time (secs)	Calib Adjmnt (mph)	Calming Reduction (mph)	Average Speed (mph)	HCM 2010 LOS

Transit Speed Calculation (N/A)

Segment	Segment Length (feet)	Bus Stops (#)	Running Speed (mph)	Stop Delay (sec)	Running Time (sec)	Delay at Intersectn (sec)	Travel Speed (mph)	HCM 2010 LOS

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Pedestrian & Bicycle LOS Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Pedestrian LOS Calculation

Segment & Downstream Signal	Cross Street Xing Score	Cross Street Xing LOS	Segment Xing Score	Segment Xing LOS	Link LOS Score	Link LOS	RCDF	Segment LOS Score	HCM 2010 Segment LOS
Segment #1	n/a	n/a	2.28	B	2.64	B	n/a	n/a	n/a
Segment #2	1.83	A	2.26	B	2.60	B	1.20	3.40	C
Segment #3	2.56	B	2.36	B	2.63	B	1.18	3.53	D

Bicycle LOS Calculation

Segment & Downstream Signal	Mid-Seg Traffic Speed (mph)	Bicycle Travel Speed (mph)	Intersectn LOS Score	Intersectn LOS	Link LOS Score	Link LOS	Segment LOS Score	HCM 2010 Segment LOS
Segment #1	21.9	8.8	2.23	B	3.94	D	3.58	D
Segment #2	19.9	7.9	3.02	C	3.50	D	3.64	D
Segment #3	20.4	8.1	3.41	C	3.68	D	4.19	D
Average		8.3					3.79	D

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Layout Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Marengo Avenue	66		Signal	5	25	261	0	0
Seg #1	0	522	Signal	0	0	0	0	0
Garfield Avenue								
Seg #2	50	411	Signal	2	25	68	0	0
Euclid Avenue								
Seg #3	59	440	Signal	4	30	391	0	0
Los Robles Avenue								

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Traffic Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Marengo Avenue	Garfield Avenue	30	1	0	Yes	4	0	0
2	Garfield Avenue	Euclid Avenue	30	1	0	Yes	4	0	0
3	Euclid Avenue	Los Robles Avenue	30	1	0	Yes	3	1	0

Traffic Counts D= 100 K= 9.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1503	2	0	12	1800	0.92	1438	3024
2	0	0	0	1556	2	21	9	1800	0.92	1539	3024
3	0	0	0	1580	2	0	35	1800	0.92	1116	2268

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

==||==

Transit Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Marengo Avenue	Garfield Avenue	0	No	0	0	0	0
2	Garfield Avenue	Euclid Avenue	0	No	0	0	0	0
3	Euclid Avenue	Los Robles Avenue	0	No	0	0	0	0

Transit Level of Service Calculation (N/A)

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceived Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS



Transit Data Report - continued

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Marengo Avenue	Garfield Avenue					
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Euclid Avenue					
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Los Robles Avenue					



Cross Section Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

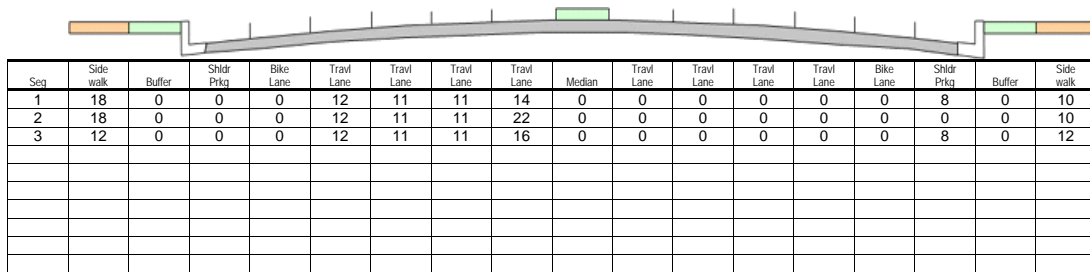
Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Marengo Avenue	Garfield Avenue	0	No	0	No	Yes	3	No
2	Garfield Avenue	Euclid Avenue	0	No	0	No	Yes	3	No
3	Euclid Avenue	Los Robles Avenue	0	No	0	No	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	54	0	0	2	0
2	[1]	[2]	0	0	0	0	52	0	0	2	0
3	[1]	[2]	0	0	0	0	2	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Marengo Avenue	Transit	n/a	n/a	2.75	B	2.75	B
to	Bike	1.42	A	3.86	D	3.51	D
Garfield Avenue	Ped	n/a		1.69	A	n/a	
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	3.01	C	3.01	C
to	Bike	0.53	A	1.31	A	3.08	C
Euclid Avenue	Ped	2.11	B	2.00	B	3.25	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	0.87	A	0.87	A
to	Bike	2.28	B	3.33	C	3.49	C
Los Robles Avenue	Ped	2.87	C	1.65	A	3.31	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	2.22	B	C	100%	3
	Bike	3.38	C	C	100%	3
	Ped	3.31	C	C	100%	3
	Overall		C	C	100%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	B	D	A	D	A	n/a	n/a
2	n/a	C	A	A	C	B	B	C
3	n/a	A	C	B	C	A	C	C
Facility	n/a	B			C			C

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Speed Calculation Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Auto Speed Calculation (N/A)

Segment & Downstream Signal	Ajd Free Speed (mph)	Segment Length (feet)	Control Delay (secs)	Running Time (secs)	Calib Adjmnt (mph)	Calming Reduction (mph)	Average Speed (mph)	HCM 2010 LOS

Transit Speed Calculation

Segment	Segment Length (feet)	Bus Stops (#)	Running Speed (mph)	Stop Delay (sec)	Running Time (sec)	Delay at Intersectn (sec)	Travel Speed (mph)	HCM 2010 LOS
Segment #1	522	1	13.4	36.9	63.5	17.8	4.4	B
Segment #2	411	1	8.1	35.0	69.7	14.0	3.3	C
Segment #3	440	0	22.1	8.1	13.6	5.0	16.2	A
Total/Avg	1373						5.1	B



Pedestrian & Bicycle LOS Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Pedestrian LOS Calculation

Segment & Downstream Signal	Cross Street Xing Score	Cross Street Xing LOS	Segment Xing Score	Segment Xing LOS	Link LOS Score	Link LOS	RCDF	Segment LOS Score	HCM 2010 Segment LOS
Segment #1	n/a	n/a	2.40	B	1.69	A	n/a	n/a	n/a
Segment #2	2.11	B	2.44	B	2.00	B	1.20	3.25	C
Segment #3	2.87	C	2.63	B	1.65	A	1.20	3.31	C

Bicycle LOS Calculation

Segment & Downstream Signal	Mid-Seg Traffic Speed (mph)	Bicycle Travel Speed (mph)	Intersectn LOS Score	Intersectn LOS	Link LOS Score	Link LOS	Segment LOS Score	HCM 2010 Segment LOS
Segment #1	21.4	8.8	1.42	A	3.86	D	3.51	D
Segment #2	19.7	7.9	0.53	A	1.31	A	3.08	C
Segment #3	20.3	8.1	2.28	B	3.33	C	3.49	C
Average		8.3					3.38	C



Layout Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Marengo Avenue	86		Signal	6	25	258	0	0
Seg #1	0	522	Signal	0	0	0	0	0
Garfield Avenue								
Seg #2	56	411	Signal	3	25	41	0	0
Euclid Avenue								
Seg #3	60	440	Signal	6	30	325	0	0
Los Robles Avenue								

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Traffic Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Marengo Avenue	Garfield Avenue	25	0	0	Yes	2	0	0
2	Garfield Avenue	Euclid Avenue	25	0	0	Yes	2	0	0
3	Euclid Avenue	Los Robles Avenue	25	0	0	Yes	2	0	0

Traffic Counts D= 45 K= 5 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1150	2	0	6	1800	0.92	572	1512
2	0	0	0	1144	2	68	18	1800	0.92	472	1512
3	0	0	0	1193	2	99	27	1800	0.92	397	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Marengo Avenue	Garfield Avenue	1	No	32	0	0	0
2	Garfield Avenue	Euclid Avenue	1	No	32	0	100	100
3	Euclid Avenue	Los Robles Avenue	0	No	0	0	0	0

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.6937	0.6325	2.3364	1.69	2.75	B
2	Yes	No	No RTs	Typical	3.6937	0.5932	2.1913	2.00	3.01	C
3	No	No	No RTs	Typical	3.6937	0.9714	3.5880	1.65	0.87	A
Avg									2.22	B

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Transit Data Report - continued

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Marengo Avenue	Garfield Avenue	MTA 180	2	80	75	11
		MAT 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Euclid Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Los Robles Avenue	MTA 180	2	80	75	0
		MTA 181	2	80	75	0
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

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Cross Section Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

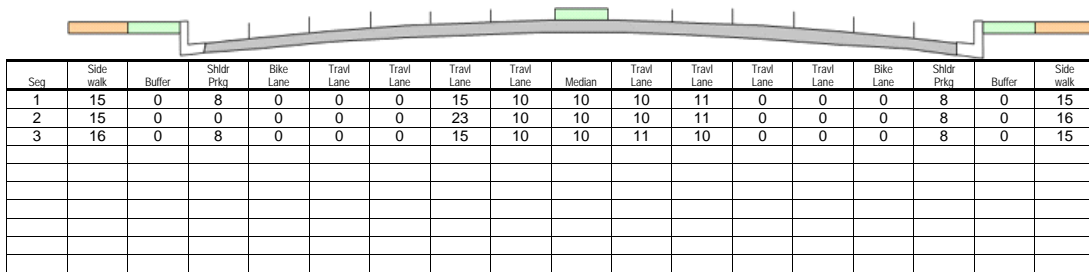
Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Marengo Avenue	Garfield Avenue	0	No	52	Yes	Yes	3	No
2	Garfield Avenue	Euclid Avenue	0	No	0	No	Yes	3	No
3	Euclid Avenue	Los Robles Avenue	0	No	43	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	86	0	0	2	0
2	[1]	[2]	0	0	0	0	72	0	0	2	0
3	[1]	[2]	0	0	0	0	70	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Los Robles Avenue	Transit	n/a	n/a	2.93	C	2.93	C
to	Bike	3.27	C	3.60	D	3.72	D
Euclid Avenue	Ped	2.10	B	2.19	B	3.32	C
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	3.00	C	3.00	C
to	Bike	3.20	C	3.71	D	3.71	D
Garfield Avenue	Ped	2.06	B	1.76	A	3.14	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	2.74	B	2.74	B
to	Bike	3.18	C	3.65	D	3.70	D
Marengo Avenue	Ped	2.56	B	2.05	B	3.38	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	2.88	C	C	100%	3
	Bike	3.71	D	C	67%	3
	Ped	3.29	C	C	100%	3
	Overall		D	C	75%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	C	D	C	D	B	B	C
2	n/a	C	D	C	D	A	B	C
3	n/a	B	D	C	D	B	B	C
Facility	n/a	C			D			C

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Layout Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Los Robles Avenue	70		Signal	6	30	303	0	0
Seg #1	44	453	Signal	3	25	47	0	0
Euclid Avenue								
Seg #2	58	395	Signal	3	25	7	0	0
Garfield Avenue								
Seg #3	59	526	Signal	5	25	349	0	0
Marengo Avenue								

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Traffic Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Los Robles Avenue	Euclid Avenue	25	0	0	Yes	2	0	0
2	Euclid Avenue	Garfield Avenue	25	0	0	No	2	0	0
3	Garfield Avenue	Marengo Avenue	25	0	0	Yes	2	0	0

Traffic Counts D= 55 K= 5 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1160	2	62	16	1800	0.92	616	1512
2	0	0	0	1136	2	54	5	1800	0.92	615	1512
3	0	0	0	1049	2	23	24	1800	0.92	463	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Los Robles Avenue	Euclid Avenue	1	No	32	0	0	100
2	Euclid Avenue	Garfield Avenue	1	No	32	0	100	100
3	Garfield Avenue	Marengo Avenue	1	No	32	0	100	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.7233	0.6081	2.2643	2.19	2.93	C
2	Yes	No	No RTs	Typical	3.7233	0.5845	2.1763	1.76	3.00	C
3	Yes	No	No RTs	Typical	3.7233	0.6382	2.3763	2.05	2.74	B
Avg									2.88	C

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Transit Data Report - continued

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Los Robles Avenue	Euclid Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	4	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Garfield Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	4	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Marengo Avenue	MTA 180	2	80	75	0
		MTA 181	2	80	75	0
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	4	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

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Cross Section Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

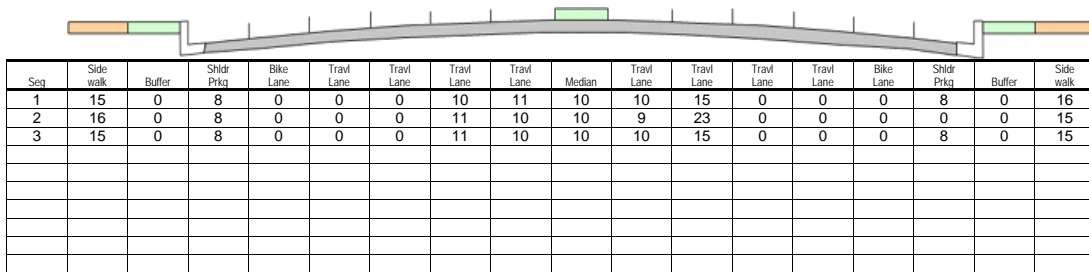
Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Los Robles Avenue	Euclid Avenue	0	No	21	Yes	Yes	3	No
2	Euclid Avenue	Garfield Avenue	0	No	49	Yes	Yes	3	No
3	Garfield Avenue	Marengo Avenue	0	No	23	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	21	0	0	2	0
2	[1]	[2]	0	0	0	0	48	0	0	2	0
3	[1]	[2]	0	0	0	0	67	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Marengo Avenue	Transit	n/a	n/a	2.80	C	2.80	C
to	Bike	1.67	A	4.04	D	3.56	D
Garfield Avenue	Ped	n/a		2.03	B	n/a	
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	3.08	C	3.08	C
to	Bike	0.87	A	1.57	A	3.13	C
Euclid Avenue	Ped	2.48	B	2.46	B	3.48	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	0.99	A	0.99	A
to	Bike	2.78	C	3.63	D	3.61	D
Los Robles Avenue	Ped	2.92	C	2.32	B	3.52	D

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Facility	Auto	Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Auto	n/a	n/a			
	Transit	2.31	B	C		3
	Bike	3.44	C	C		3
	Ped	3.52	D	C		3
	Overall		C	C	83%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	C	D	A	D	B	n/a	n/a
2	n/a	C	A	A	C	B	B	C
3	n/a	A	D	C	D	B	C	D
Facility	n/a n/a	B			C			D

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Layout Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/in	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Marengo Avenue	86		Signal	6	25	287	0	0
Seg #1	0	522	Signal	0	0	0	0	0
Garfield Avenue								
Seg #2	56	411	Signal	3	25	251	0	0
Euclid Avenue								
Seg #3	60	440	Signal	6	30	405	0	0
Los Robles Avenue								

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Traffic Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Marengo Avenue	Garfield Avenue	25	0	0	Yes	2	0	0
2	Garfield Avenue	Euclid Avenue	25	0	0	Yes	2	0	0
3	Euclid Avenue	Los Robles Avenue	25	0	0	Yes	2	0	0

Traffic Counts D= 50 K= 7.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1776	2	0	4	1800	0.92	873	1512
2	0	0	0	1889	2	188	18	1800	0.92	807	1512
3	0	0	0	2152	2	95	25	1800	0.92	856	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Marengo Avenue	Garfield Avenue	1	No	32	0	0	0
2	Garfield Avenue	Euclid Avenue	1	No	32	0	100	100
3	Euclid Avenue	Los Robles Avenue	0	No	0	0	0	0

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.6937	0.6325	2.3364	2.03	2.80	C
2	Yes	No	No RTs	Typical	3.6937	0.5932	2.1913	2.46	3.08	C
3	No	No	No RTs	Typical	3.6937	0.9668	3.5712	2.32	0.99	A
Avg									2.31	B

—||—

Transit Data Report - continued

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Marengo Avenue	Garfield Avenue	MTA 180	2	80	75	11
		MAT 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Euclid Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Los Robles Avenue	MTA 180	2	80	75	0
		MTA 181	2	80	75	0
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

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Cross Section Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

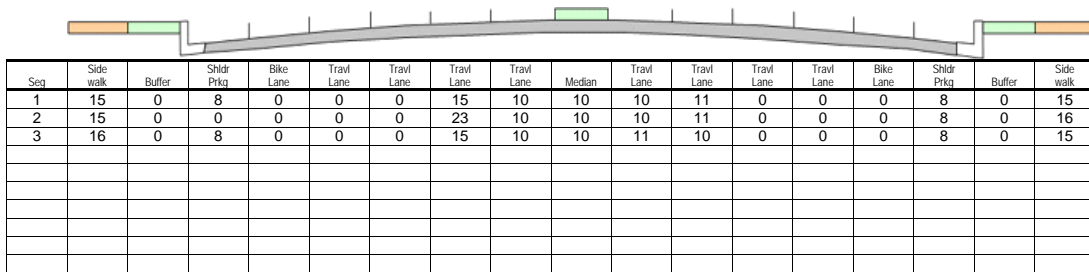
Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Marengo Avenue	Garfield Avenue	0	No	52	Yes	Yes	3	No
2	Garfield Avenue	Euclid Avenue	0	No	0	No	Yes	3	No
3	Euclid Avenue	Los Robles Avenue	0	No	43	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	86	0	0	2	0
2	[1]	[2]	0	0	0	0	72	0	0	2	0
3	[1]	[2]	0	0	0	0	70	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Los Robles Avenue	Transit	n/a	n/a	2.99	C	2.99	C
to	Bike	3.60	D	3.78	D	3.86	D
Euclid Avenue	Ped	2.10	B	2.64	B	3.46	C
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	3.05	C	3.05	C
to	Bike	3.49	C	3.93	D	3.84	D
Garfield Avenue	Ped	2.08	B	2.16	B	3.30	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	2.81	C	2.81	C
to	Bike	3.60	D	3.93	D	3.88	D
Marengo Avenue	Ped	2.63	B	2.62	B	3.54	D

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	2.94	C	C	100%	3
	Bike	3.86	D	C	67%	3
	Ped	3.45	C	C	100%	3
	Overall					

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	C	D	D	D	B	B	C
2	n/a	C	D	C	D	B	B	C
3	n/a	C	D	D	D	B	B	D
Facility	n/a	C			D			C

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Layout Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Los Robles Avenue	70		Signal	6	30	300	0	0
Seg #1	44	453	Signal	3	25	125	0	0
Euclid Avenue								
Seg #2	58	395	Signal	3	25	35	0	0
Garfield Avenue								
Seg #3	59	526	Signal	5	25	367	0	0
Marengo Avenue								

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Traffic Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Los Robles Avenue	Euclid Avenue	25	0	0	Yes	2	0	0
2	Euclid Avenue	Garfield Avenue	25	0	0	No	2	0	0
3	Garfield Avenue	Marengo Avenue	25	0	0	Yes	2	0	0

Traffic Counts D= 50 K= 7.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	2057	2	30	22	1800	0.92	884	1512
2	0	0	0	1810	2	47	4	1800	0.92	965	1512
3	0	0	0	1952	2	37	19	1800	0.92	909	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Los Robles Avenue	Euclid Avenue	1	No	32	0	0	100
2	Euclid Avenue	Garfield Avenue	1	No	32	0	100	100
3	Garfield Avenue	Marengo Avenue	1	No	32	0	100	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.736	0.6085	2.2732	2.64	2.99	C
2	Yes	No	No RTs	Typical	3.736	0.5848	2.1847	2.16	3.05	C
3	Yes	No	No RTs	Typical	3.736	0.6387	2.3861	2.62	2.81	C
Avg									2.94	C

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Transit Data Report - continued

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Los Robles Avenue	Euclid Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Garfield Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Marengo Avenue	MTA 180	2	80	75	0
		MTA 181	2	80	75	0
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

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Cross Section Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

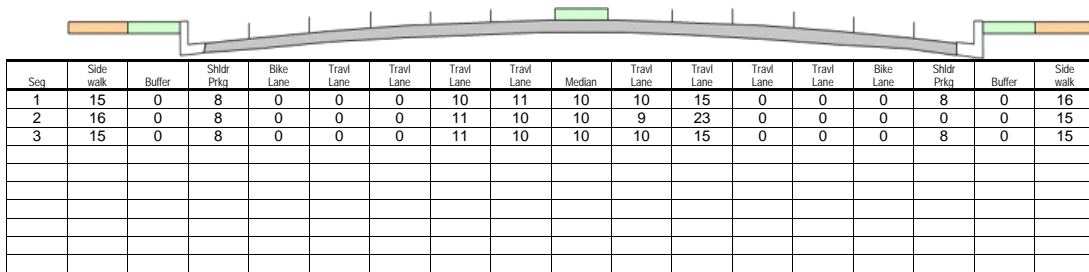
Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Los Robles Avenue	Euclid Avenue	0	No	21	Yes	Yes	3	No
2	Euclid Avenue	Garfield Avenue	0	No	49	Yes	Yes	3	No
3	Garfield Avenue	Marengo Avenue	0	No	23	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	21	0	0	2	0
2	[1]	[2]	0	0	0	0	48	0	0	2	0
3	[1]	[2]	0	0	0	0	67	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



**MMLOS Worksheets – Baseline (2013) plus Project Conditions
(with Macy’s Trip Credits)**

Results Summary

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Union Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.02	C	3.22	C	4.13	D
Colorado Boulevard	Ped	2.71	B	2.39	B	3.50	C
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.81	C	3.22	C	3.93	D
Green Street	Ped	2.50	B	2.06	B	3.37	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.17	C	4.37	E	4.04	D
Cordova Street	Ped	2.53	B	1.87	A	3.31	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
Transit	n/a	n/a				
Bike	4.03	D	C	67%	3	
Ped	3.37	C	C	100%	3	
Overall						

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle		Pedestrian			
			Link LOS	Intrsectn LOS	Link LOS	Intrsectn LOS	Segment LOS	
1	n/a	n/a	C	C	D	B	B	D
2	n/a	n/a	C	C	D	B	B	C
3	n/a	n/a	E	C	D	A	B	C
Facility	n/a	n/a			D			C

==||==

Layout Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Union Street	48		Signal	3	25	0	0	0
Seg #1	70	345	Signal	6	25	221	0	0
Colorado Boulevard								
Seg #2	56	481	Signal	5	30	224	0	0
Green Street								
Seg #3	60	817	Signal	5	35	74	0	0
Cordova Street								

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Traffic Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Union Street	Colorado Boulevard	25	0	0	Yes	2	1	1
2	Colorado Boulevard	Green Street	25	3	100	Yes	2	1	0
3	Green Street	Cordova Street	25	2	0	Yes	2	1	1

Traffic Counts D= 51 K= 7.1 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1224	2	62	16	1800	0.92	614	1512
2	0	0	0	1258	2	0	38	1800	0.92	458	1512
3	0	0	0	1226	2	49	26	1800	0.92	431	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

—||—

Transit Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Union Street	Colorado Boulevard	0	No	0	0	0	0
2	Colorado Boulevard	Green Street	0	No	0	0	0	0
3	Green Street	Cordova Street	0	No	0	0	0	0

Transit Level of Service Calculation (N/A)

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceived Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS

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Transit Data Report - continued

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Union Street	Colorado Boulevard					
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Green Street					
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Cordova Street					

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Cross Section Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

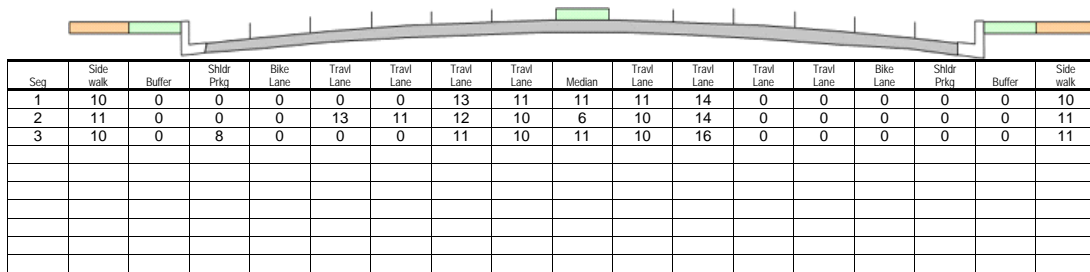
Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Union Street	Colorado Boulevard	0	No	0	No	Yes	3	No
2	Colorado Boulevard	Green Street	0	No	0	No	Yes	3	No
3	Green Street	Cordova Street	0	No	48	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	0	0	2	2	0
2	[1]	[2]	0	0	0	0	0	0	0	2	0
3	[1]	[2]	0	0	0	0	0	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Plus Project Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Cordova Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	1.95	A	3.47	C	3.71	D
Green Street	Ped	2.63	B	2.45	B	3.50	C
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.27	C	3.27	C
to	Bike	2.70	B	3.26	C	3.53	D
Colorado Boulevard	Ped	2.69	B	2.28	B	3.47	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.35	C	3.35	C
to	Bike	2.23	B	3.06	C	3.93	D
Union Street	Ped	2.06	B	2.33	B	3.36	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Plus Project Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.35	C	C	100%	3
	Bike	3.71	D	C	67%	3
	Ped	3.46	C	C	100%	3
	Overall					

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	n/a	C	A	D	B	B	D
2	n/a	C	C	B	D	B	B	C
3	n/a	C	C	B	D	B	B	C
Facility	n/a	C			D			C

==||==

Layout Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Plus Project Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Cordova Street	70		Signal	5	35	269	0	0
Seg #1	46	833	Signal	4	30	0	0	0
Green Street								
Seg #2	70	467	Signal	6	25	239	0	0
Colorado Boulevard								
Seg #3	35	376	Signal	3	25	143	0	0
Union Street								

—||—

Traffic Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Cordova Street	Green Street	25	2	0	No	2	1	1
2	Green Street	Colorado Boulevard	25	3	100	Yes	2	0	1
3	Colorado Boulevard	Union Street	25	0	0	Yes	2	1	1

Traffic Counts D= 49 K= 7.1 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1112	2	130	18	1800	0.92	544	1512
2	0	0	0	1264	2	48	15	1800	0.92	509	1512
3	0	0	0	1297	2	0	10	1800	0.92	618	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

—||—

Transit Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Cordova Street	Green Street	0	No	0	0	0	0
2	Green Street	Colorado Boulevard	0	No	0	0	0	0
3	Colorado Boulevard	Union Street	0	No	0	0	0	0

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2	Yes	No	No RTs	Typical	2.4805	0.8244	2.0450	2.28	3.27	C
3	Yes	No	No RTs	Typical	2.4805	0.8055	1.9980	2.33	3.35	C

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Transit Data Report - continued

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Plus Project Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Cordova Street	Green Street					
		ARTS 40	3	80	75	11

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Colorado Boulevard					
		ARTS 40	3	80	75	0

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Cross Section Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

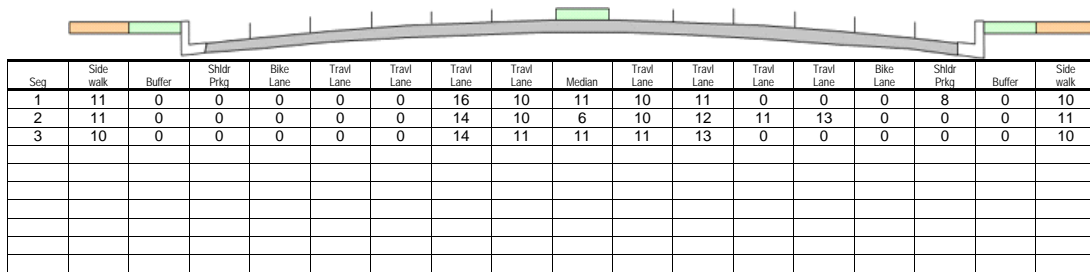
Paseo Colorado Center Redevelopment Project
 Existing (2013) Plus Project Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Cordova Street	Green Street	0	No	0	No	Yes	3	No
2	Green Street	Colorado Boulevard	0	No	0	No	Yes	3	No
3	Colorado Boulevard	Union Street	0	No	0	No	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	0	25	0	2	0
2	[1]	[2]	0	0	0	0	45	10	0	2	0
3	[1]	[2]	0	0	0	0	96	0	0	1	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Union Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.12	C	3.31	C	4.16	D
Colorado Boulevard	Ped	2.85	C	2.54	B	3.56	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.87	C	3.26	C	3.95	D
Green Street	Ped	2.59	B	2.10	B	3.41	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.41	C	4.56	E	4.14	D
Cordova Street	Ped	2.57	B	2.19	B	3.43	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	n/a	n/a			
	Bike	4.09	D	C	67%	3
	Ped	3.45	C	C	100%	3
	Overall					

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	n/a	C	C	D	B	C	D
2	n/a	n/a	C	C	D	B	B	C
3	n/a	n/a	E	C	D	B	B	C
Facility	n/a	n/a			D			C

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Layout Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Union Street	48		Signal	3	25	0	0	0
Seg #1	70	345	Signal	6	25	384	0	0
Colorado Boulevard								
Seg #2	56	481	Signal	5	30	325	0	0
Green Street								
Seg #3	60	817	Signal	5	35	81	0	0
Cordova Street								

—||—

Traffic Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Union Street	Colorado Boulevard	25	0	0	Yes	2	1	1
2	Colorado Boulevard	Green Street	25	3	100	Yes	2	1	0
3	Green Street	Cordova Street	25	2	0	Yes	2	1	1

Traffic Counts D= 53 K= 8.5 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1453	2	81	25	1800	0.92	644	1512
2	0	0	0	1389	2	0	23	1800	0.92	625	1512
3	0	0	0	1434	2	29	30	1800	0.92	610	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

—||—

Transit Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Union Street	Colorado Boulevard	0	No	0	0	0	0
2	Colorado Boulevard	Green Street	0	No	0	0	0	0
3	Green Street	Cordova Street	0	No	0	0	0	0

Transit Level of Service Calculation (N/A)

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceived Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS

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Transit Data Report - continued

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Union Street	Colorado Boulevard					
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Green Street					
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Cordova Street					

—||—

Cross Section Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

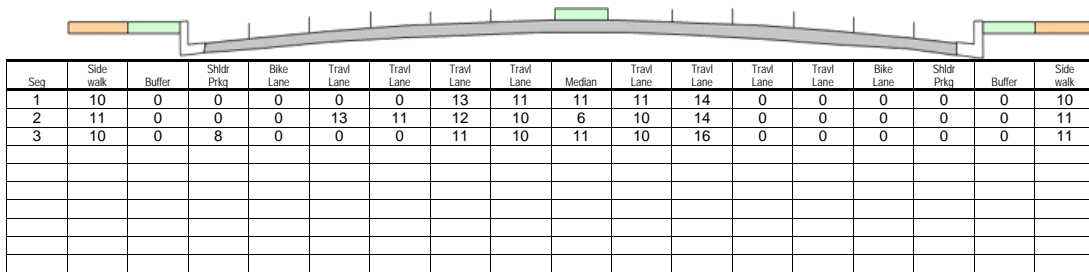
Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Union Street	Colorado Boulevard	0	No	0	No	Yes	3	No
2	Colorado Boulevard	Green Street	0	No	0	No	Yes	3	No
3	Green Street	Cordova Street	0	No	48	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	0	0	2	2	0
2	[1]	[2]	0	0	0	0	0	0	0	2	0
3	[1]	[2]	0	0	0	0	0	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Cordova Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.04	B	3.54	D	3.72	D
Green Street	Ped	2.64	B	2.56	B	3.53	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.30	C	3.30	C
to	Bike	2.79	C	3.34	C	3.56	D
Colorado Boulevard	Ped	3.02	C	2.41	B	3.56	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.35	C	3.35	C
to	Bike	2.22	B	3.04	C	3.93	D
Union Street	Ped	2.25	B	2.31	B	3.40	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.35	C	C	100%	3
	Bike	3.72	D	C	67%	3
	Ped	3.51	D	C	67%	3
	Overall					

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	n/a	D	B	D	B	B	D
2	n/a	C	C	C	D	B	C	D
3	n/a	C	C	B	D	B	B	C
Facility	n/a	C			D			D

==||==

Layout Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Cordova Street	70		Signal	5	35	385	0	0
Seg #1	46	833	Signal	4	30	0	0	0
Green Street								
Seg #2	70	467	Signal	6	25	451	0	0
Colorado Boulevard								
Seg #3	35	376	Signal	3	25	378	0	0
Union Street								

==||==

Traffic Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Cordova Street	Green Street	25	2	0	No	2	1	1
2	Green Street	Colorado Boulevard	25	3	100	Yes	2	0	1
3	Colorado Boulevard	Union Street	25	0	0	Yes	2	1	1

Traffic Counts D= 47 K= 8.5 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1503	2	88	34	1800	0.92	507	1512
2	0	0	0	1412	2	183	21	1800	0.92	563	1512
3	0	0	0	1313	2	0	7	1800	0.92	622	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7		4	0

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Transit Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Cordova Street	Green Street	0	No	0	0	0	0
2	Green Street	Colorado Boulevard	0	No	0	0	0	0
3	Colorado Boulevard	Union Street	0	No	0	0	0	0

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2	Yes	No	No RTs	Typical	2.4805	0.8240	2.0438	2.41	3.30	C
3	Yes	No	No RTs	Typical	2.4805	0.8056	1.9984	2.31	3.35	C

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Transit Data Report - continued

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Cordova Street	Green Street					
		ARTS 40	3	80	75	11

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Colorado Boulevard					
		ARTS 40	3	80	75	0

==||==

Cross Section Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

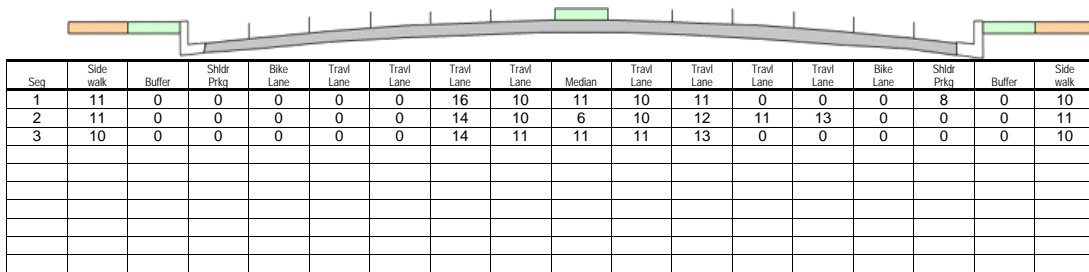
Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Cordova Street	Green Street	0	No	0	No	Yes	3	No
2	Green Street	Colorado Boulevard	0	No	0	No	Yes	3	No
3	Colorado Boulevard	Union Street	0	No	0	No	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	0	25	0	2	0
2	[1]	[2]	0	0	0	0	45	10	0	2	0
3	[1]	[2]	0	0	0	0	96	0	0	1	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Union Street	Transit	n/a	n/a	3.44	C	3.44	C
to	Bike	3.06	C	3.77	D	3.69	D
Colorado Boulevard	Ped	2.86	C	2.58	B	3.57	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.77	D	3.77	D
to	Bike	3.02	C	3.79	D	3.68	D
Green Street	Ped	2.67	B	2.52	B	3.52	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.39	C	3.39	C
to	Bike	3.01	C	3.79	D	3.89	D
Cordova Street	Ped	2.61	B	2.21	B	3.44	C

Using HCM 2010 Methodologies

==||==

Results Summary - continued

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.50	D	C	67%	3
	Bike	3.78	D	C	67%	3
	Ped	3.50	C	C	100%	3
	Overall		D	C	67%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	C	D	C	D	B	C	D
2	n/a	D	D	C	D	B	B	D
3	n/a	C	D	C	D	B	B	C
Facility	n/a	D			D			C

==||==

Layout Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Union Street	73		Signal	3	25	0	0	0
Seg #1	69	503	Signal	6	25	201	0	0
Colorado Boulevard								
Seg #2	56	482	Signal	6	30	286	0	0
Green Street								
Seg #3	61	879	Signal	5	35	99	0	0
Cordova Street								

—||—

Traffic Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Union Street	Colorado Boulevard	30	2	0	Yes	2	0	0
2	Colorado Boulevard	Green Street	30	2	0	Yes	2	0	1
3	Green Street	Cordova Street	30	0	0	Yes	2	1	1

Traffic Counts D= 47 K= 7.3 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1490	2	148	25	1800	0.92	599	1512
2	0	0	0	1432	2	17	23	1800	0.92	562	1512
3	0	0	0	1267	2	64	40	1800	0.92	377	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	III	4	0
2	100	42	7	7	III	4	0
3	100	42	7	7	III	4	0

—||—

Transit Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Union Street	Colorado Boulevard	1	No	32	0	0	100
2	Colorado Boulevard	Green Street	1	No	32	0	100	100
3	Green Street	Cordova Street	1	No	32	0	0	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.1498	0.6240	1.9656	2.58	3.44	C
2	Yes	No	No RTs	Typical	2.7951	0.6209	1.7355	2.52	3.77	D
3	Yes	No	No RTs	Typical	2.7951	0.7004	1.9577	2.21	3.39	C
Avg									3.50	D

==||==

Transit Data Report - continued

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Union Street	Colorado Boulevard	MTA 267	2	80	75	0
		MTA 687	2	80	75	0
		LADTO	2	80	75	0
		CE 549				
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Green Street	MTA 267	2	80	75	0
		LADOT	2	80	75	0
		CE 549				
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Cordova Street	MTA 267	2	80	75	0
		LADOT	2	80	75	0
		CE 549				

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Cross Section Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013


Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Union Street	Colorado Boulevard	0	No	0	No	Yes	3	No
2	Colorado Boulevard	Green Street	0	No	0	No	Yes	3	No
3	Green Street	Cordova Street	0	No	22	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	35	0	0	2	0
2	[1]	[2]	0	0	0	0	0	0	0	2	0
3	[1]	[2]	0	0	0	0	18	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Seg	Side walk	Buffer	Shldr Prkq	Bike Lane	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Median	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Bike Lane	Shldr Prkq	Buffer	Side walk
1	10	0	0	0	0	0	13	10	10	10	10	0	0	0	8	0	10
2	12	0	0	0	0	0	12	10	10	10	18	0	0	0	0	0	10
3	12	0	8	0	0	0	12	11	0	10	24	0	0	0	0	0	10

Results Summary

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Cordova Street	Transit	n/a	n/a	3.40	C	3.40	C
to	Bike	0.29	A	1.95	A	3.38	C
Green Street	Ped	2.52	B	2.33	B	3.45	C
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.79	D	3.79	D
to	Bike	2.05	B	2.86	C	3.79	D
Colorado Boulevard	Ped	2.83	C	2.45	B	3.54	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.32	C	3.32	C
to	Bike	3.41	C	4.28	E	3.87	D
Union Street	Ped	2.46	B	2.00	B	3.34	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.48	C	C	100%	3
	Bike	3.62	D	C	67%	3
	Ped	3.44	C	C	100%	3
	Overall		D	C	75%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	C	A	A	C	B	B	C
2	n/a	D	C	B	D	B	C	D
3	n/a	C	E	C	D	B	B	C
Facility	n/a	C			D			C

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Layout Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Cordova Street	67		Signal	5	35	257	0	0
Seg #1	48	894	Signal	3	30	0	0	0
Green Street								
Seg #2	71	463	Signal	6	25	261	0	0
Colorado Boulevard								
Seg #3	54	513	Signal	5	25	186	0	0
Union Street								

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Traffic Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Cordova Street	Green Street	30	0	0	No	2	1	1
2	Green Street	Colorado Boulevard	30	2	0	Yes	2	1	0
3	Colorado Boulevard	Union Street	30	2	0	Yes	2	0	0

Traffic Counts D= 55 K= 7.3 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1216	2	151	7	1800	0.92	637	1512
2	0	0	0	1430	2	128	23	1800	0.92	641	1512
3	0	0	0	1385	2	24	20	1800	0.92	580	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	III	4	0
2	100	42	7	7	III	4	0
3	100	42	7	7	III	4	0

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Transit Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Cordova Street	Green Street	1	No	32	0	0	100
2	Green Street	Colorado Boulevard	1	No	32	0	100	100
3	Colorado Boulevard	Union Street	1	No	32	0	100	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	2.7951	0.7024	1.9634	2.33	3.40	C
2	Yes	No	No RTs	Typical	2.7951	0.6137	1.7154	2.45	3.79	D
3	Yes	No	No RTs	Typical	3.1498	0.6316	1.9893	2.00	3.32	C
Avg									3.48	C

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Transit Data Report - continued

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Cordova Street	Green Street	MTA 267	2	80	75	0
		LADOT CE 549	2	80	75	0
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Colorado Boulevard	MTA 267	2	80	75	0
		LADOT CE 549	2	80	75	0
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Union Street	MTA 267	2	80	75	0
		MTA 687	2	80	75	0
		LADOT CE 549	2	80	75	0

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Cross Section Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

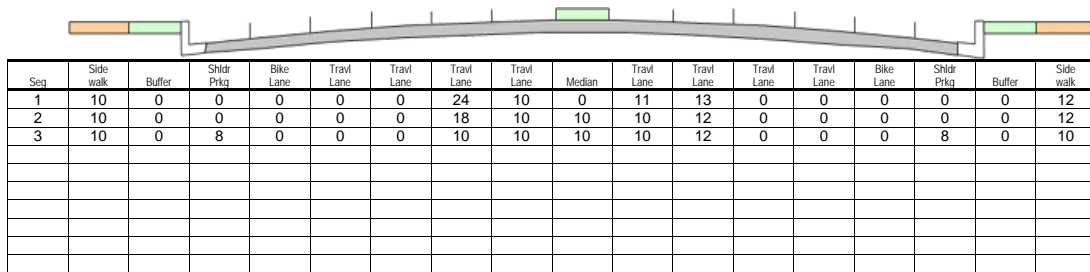
Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Cordova Street	Green Street	0	No	0	No	Yes	3	No
2	Green Street	Colorado Boulevard	0	No	0	No	Yes	3	No
3	Colorado Boulevard	Union Street	0	No	43	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	19	0	0	2	0
2	[1]	[2]	0	0	0	0	47	0	0	2	0
3	[1]	[2]	0	0	0	0	65	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Union Street	Transit	n/a	n/a	3.45	C	3.45	C
to	Bike	3.10	C	3.79	D	3.70	D
Colorado Boulevard	Ped	3.16	C	2.63	B	3.64	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.78	D	3.78	D
to	Bike	3.07	C	3.83	D	3.70	D
Green Street	Ped	2.78	C	2.59	B	3.56	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.44	C	3.44	C
to	Bike	3.23	C	3.95	D	3.97	D
Cordova Street	Ped	2.60	B	2.50	B	3.51	D

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.53	D	C	67%	3
	Bike	3.83	D	C	67%	3
	Ped	3.56	D	C	67%	3
	Overall		D	C	58%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	C	D	C	D	B	C	D
2	n/a	D	D	C	D	B	C	D
3	n/a	C	D	C	D	B	B	D
Facility	n/a	D			D			D

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Layout Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Union Street	73		Signal	3	25	0	0	0
Seg #1	69	503	Signal	6	25	421	0	0
Colorado Boulevard								
Seg #2	56	482	Signal	6	30	382	0	0
Green Street								
Seg #3	61	879	Signal	5	35	153	0	0
Cordova Street								

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Traffic Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Union Street	Colorado Boulevard	30	2	0	Yes	2	0	0
2	Colorado Boulevard	Green Street	30	2	0	Yes	2	0	1
3	Green Street	Cordova Street	30	0	0	Yes	2	1	1

Traffic Counts D= 48 K= 8.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1691	2	258	30	1800	0.92	591	1512
2	0	0	0	1675	2	41	13	1800	0.92	689	1512
3	0	0	0	1451	2	17	33	1800	0.92	598	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	III	4	0
2	100	42	7	7	III	4	0
3	100	42	7	7	III	4	0

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Transit Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Union Street	Colorado Boulevard	1	No	32	0	0	100
2	Colorado Boulevard	Green Street	1	No	32	0	100	100
3	Green Street	Cordova Street	1	No	32	0	0	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.1498	0.6240	1.9656	2.63	3.45	C
2	Yes	No	No RTs	Typical	2.7951	0.6209	1.7355	2.59	3.78	D
3	Yes	No	No RTs	Typical	2.7951	0.7004	1.9577	2.50	3.44	C
Avg									3.53	D

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Transit Data Report - continued

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Union Street	Colorado Boulevard	MTA 267	2	80	75	0
		MTA 687	2	80	75	0
		LADTO	2	80	75	0
		CE 549				
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Green Street	MTA 267	2	80	75	0
		LADOT	2	80	75	0
		CE 549				
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Cordova Street	MTA 267	2	80	75	0
		LADOT	2	80	75	0
		CE 549				

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Cross Section Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013


Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Union Street	Colorado Boulevard	0	No	0	No	Yes	3	No
2	Colorado Boulevard	Green Street	0	No	0	No	Yes	3	No
3	Green Street	Cordova Street	0	No	22	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	35	0	0	2	0
2	[1]	[2]	0	0	0	0	0	0	0	2	0
3	[1]	[2]	0	0	0	0	18	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Seq	Side walk	Buffer	Shldr Prkq	Bike Lane	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Median	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Bike Lane	Shldr Prkq	Buffer	Side walk
1	10	0	0	0	0	0	13	10	10	10	10	0	0	0	8	0	10
2	12	0	0	0	0	0	12	10	10	10	18	0	0	0	0	0	10
3	12	0	8	0	0	0	12	11	0	10	24	0	0	0	0	0	10

Results Summary

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Cordova Street	Transit	n/a	n/a	3.42	C	3.42	C
to	Bike	0.35	A	2.00	B	3.39	C
Green Street	Ped	2.51	B	2.41	B	3.47	C
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.83	D	3.83	D
to	Bike	2.22	B	2.93	C	3.82	D
Colorado Boulevard	Ped	2.97	C	2.68	B	3.61	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.38	C	3.38	C
to	Bike	3.71	D	4.46	E	4.01	D
Union Street	Ped	2.55	B	2.41	B	3.48	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.51	D	C	67%	3
	Bike	3.67	D	C	67%	3
	Ped	3.51	D	C	67%	3
	Overall		D	C	58%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	C	B	A	C	B	B	C
2	n/a	D	C	B	D	B	C	D
3	n/a	C	E	D	D	B	B	C
Facility	n/a	D			D			D

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Layout Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Cordova Street	67		Signal	5	35	353	0	0
Seg #1	48	894	Signal	3	30	0	0	0
Green Street								
Seg #2	71	463	Signal	6	25	418	0	0
Colorado Boulevard								
Seg #3	54	513	Signal	5	25	207	0	0
Union Street								

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Traffic Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Cordova Street	Green Street	30	0	0	No	2	1	1
2	Green Street	Colorado Boulevard	30	2	0	Yes	2	1	0
3	Colorado Boulevard	Union Street	30	2	0	Yes	2	0	0

Traffic Counts D= 52 K= 8.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1495	2	97	4	1800	0.92	731	1512
2	0	0	0	1695	2	152	26	1800	0.92	768	1512
3	0	0	0	1699	2	55	11	1800	0.92	966	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	III	4	0
2	100	42	7	7	III	4	0
3	100	42	7	7	III	4	0

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Transit Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Cordova Street	Green Street	1	No	32	0	0	100
2	Green Street	Colorado Boulevard	1	No	32	0	100	100
3	Colorado Boulevard	Union Street	1	No	32	0	100	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	2.7951	0.7024	1.9634	2.41	3.42	C
2	Yes	No	No RTs	Typical	2.7951	0.6137	1.7154	2.68	3.83	D
3	Yes	No	No RTs	Typical	3.1498	0.6316	1.9893	2.41	3.38	C
Avg									3.51	D

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Transit Data Report - continued

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Cordova Street	Green Street	MTA 267	2	80	75	0
		LADOT CE 549	2	80	75	0
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Colorado Boulevard	MTA 267	2	80	75	0
		LADOT CE 549	2	80	75	0
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Union Street	MTA 267	2	80	75	0
		MTA 687	2	80	75	0
		LADOT CE 549	2	80	75	0

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Cross Section Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013


Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Cordova Street	Green Street	0	No	0	No	Yes	3	No
2	Green Street	Colorado Boulevard	0	No	0	No	Yes	3	No
3	Colorado Boulevard	Union Street	0	No	43	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	19	0	0	2	0
2	[1]	[2]	0	0	0	0	47	0	0	2	0
3	[1]	[2]	0	0	0	0	65	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Seg	Side walk	Buffer	Shldr Prkq	Bike Lane	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Median	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Bike Lane	Shldr Prkq	Buffer	Side walk
1	10	0	0	0	0	0	24	10	0	11	13	0	0	0	0	0	12
2	10	0	0	0	0	0	18	10	10	10	12	0	0	0	0	0	12
3	10	0	8	0	0	0	10	10	10	10	12	0	0	0	8	0	10

Results Summary

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Marengo Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.07	B	3.81	D	3.55	D
Garfield Avenue	Ped	n/a		2.42	B	n/a	
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.78	C	3.33	C	3.56	D
Euclid Avenue	Ped	1.80	A	2.28	B	3.27	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.07	C	3.50	C	4.07	D
Los Robles Avenue	Ped	2.46	B	2.29	B	3.43	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
Facility	Auto	n/a	n/a			
	Transit	n/a	n/a			
	Bike	3.72	D	C		3
	Ped	3.43	C	C		3
	Overall			C	C	83%

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	n/a	D	B	D	B	n/a	n/a
2	n/a	n/a	C	C	D	B	A	C
3	n/a	n/a	C	C	D	B	B	C
Facility	n/a	n/a			D			C

==||==

Layout Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/in	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Marengo Avenue	66		Signal	5	25	277	0	0
Seg #1	0	522	Signal	0	0	0	0	0
Garfield Avenue								
Seg #2	50	411	Signal	2	25	48	0	0
Euclid Avenue								
Seg #3	59	440	Signal	4	30	349	0	0
Los Robles Avenue								

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Traffic Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Marengo Avenue	Garfield Avenue	30	1	0	Yes	4	0	0
2	Garfield Avenue	Euclid Avenue	30	1	0	Yes	4	0	0
3	Euclid Avenue	Los Robles Avenue	30	1	0	Yes	3	1	0

Traffic Counts D= 100 K= 5.1 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1137	2	0	15	1800	0.92	1050	3024
2	0	0	0	1023	2	14	7	1800	0.92	1034	3024
3	0	0	0	1014	2	0	24	1800	0.92	838	2268

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Marengo Avenue	Garfield Avenue	0	No	0	0	0	0
2	Garfield Avenue	Euclid Avenue	0	No	0	0	0	0
3	Euclid Avenue	Los Robles Avenue	0	No	0	0	0	0

Transit Level of Service Calculation (N/A)

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS

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Transit Data Report - continued

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Marengo Avenue	Garfield Avenue					
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Euclid Avenue					
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Los Robles Avenue					

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Cross Section Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

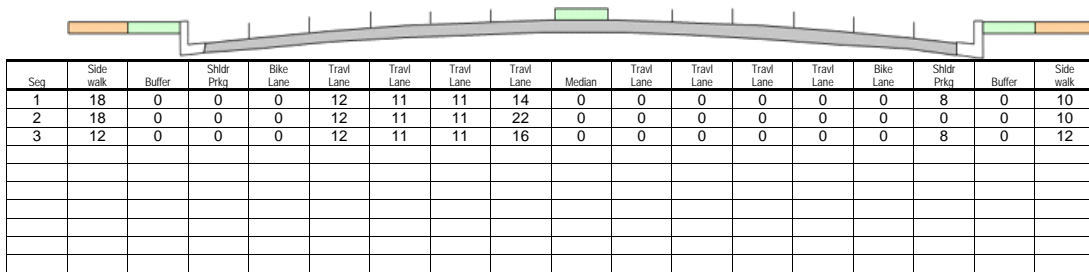
Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Marengo Avenue	Garfield Avenue	0	No	0	No	Yes	3	No
2	Garfield Avenue	Euclid Avenue	0	No	0	No	Yes	3	No
3	Euclid Avenue	Los Robles Avenue	0	No	0	No	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	54	0	0	2	0
2	[1]	[2]	0	0	0	0	52	0	0	2	0
3	[1]	[2]	0	0	0	0	2	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Marengo Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.19	B	3.91	D	3.57	D
Garfield Avenue	Ped	n/a		2.59	B	n/a	
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.98	C	3.48	C	3.62	D
Euclid Avenue	Ped	1.83	A	2.54	B	3.38	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.34	C	3.65	D	4.16	D
Los Robles Avenue	Ped	2.54	B	2.56	B	3.51	D

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
Transit	n/a	n/a				
Bike	3.78	D	C		3	
Ped	3.51	D	C		3	
Overall			C	C	83%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	n/a	D	B	D	B	n/a	n/a
2	n/a	n/a	C	C	D	B	A	C
3	n/a	n/a	D	C	D	B	B	D
Facility	n/a	n/a			D			C

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Speed Calculation Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Auto Speed Calculation (N/A)

Segment & Downstream Signal	Ajd Free Speed (mph)	Segment Length (feet)	Control Delay (secs)	Running Time (secs)	Calib Adjmnt (mph)	Calming Reduction (mph)	Average Speed (mph)	HCM 2010 LOS

Transit Speed Calculation (N/A)

Segment	Segment Length (feet)	Bus Stops (#)	Running Speed (mph)	Stop Delay (sec)	Running Time (sec)	Delay at Intersectn (sec)	Travel Speed (mph)	HCM 2010 LOS

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Pedestrian & Bicycle LOS Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Pedestrian LOS Calculation

Segment & Downstream Signal	Cross Street Xing Score	Cross Street Xing LOS	Segment Xing Score	Segment Xing LOS	Link LOS Score	Link LOS	RCDF	Segment LOS Score	HCM 2010 Segment LOS
Segment #1	n/a	n/a	2.27	B	2.59	B	n/a	n/a	n/a
Segment #2	1.83	A	2.25	B	2.54	B	1.20	3.38	C
Segment #3	2.54	B	2.32	B	2.56	B	1.18	3.51	D

Bicycle LOS Calculation

Segment & Downstream Signal	Mid-Seg Traffic Speed (mph)	Bicycle Travel Speed (mph)	Intersectn LOS Score	Intersectn LOS	Link LOS Score	Link LOS	Segment LOS Score	HCM 2010 Segment LOS
Segment #1	21.9	8.8	2.19	B	3.91	D	3.57	D
Segment #2	20.0	7.9	2.98	C	3.48	C	3.62	D
Segment #3	20.4	8.1	3.34	C	3.65	D	4.16	D
Average		8.3					3.78	D

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Layout Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Marengo Avenue	66		Signal	5	25	260	0	0
Seg #1	0	522	Signal	0	0	0	0	0
Garfield Avenue								
Seg #2	50	411	Signal	2	25	70	0	0
Euclid Avenue								
Seg #3	59	440	Signal	4	30	389	0	0
Los Robles Avenue								

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Traffic Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Marengo Avenue	Garfield Avenue	30	1	0	Yes	4	0	0
2	Garfield Avenue	Euclid Avenue	30	1	0	Yes	4	0	0
3	Euclid Avenue	Los Robles Avenue	30	1	0	Yes	3	1	0

Traffic Counts D= 100 K= 9.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1412	2	0	6	1800	0.92	1443	3024
2	0	0	0	1458	2	21	8	1800	0.92	1458	3024
3	0	0	0	1469	2	0	30	1800	0.92	1118	2268

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Marengo Avenue	Garfield Avenue	0	No	0	0	0	0
2	Garfield Avenue	Euclid Avenue	0	No	0	0	0	0
3	Euclid Avenue	Los Robles Avenue	0	No	0	0	0	0

Transit Level of Service Calculation (N/A)

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceived Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS

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Transit Data Report - continued

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Marengo Avenue	Garfield Avenue					
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Euclid Avenue					
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Los Robles Avenue					

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Cross Section Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

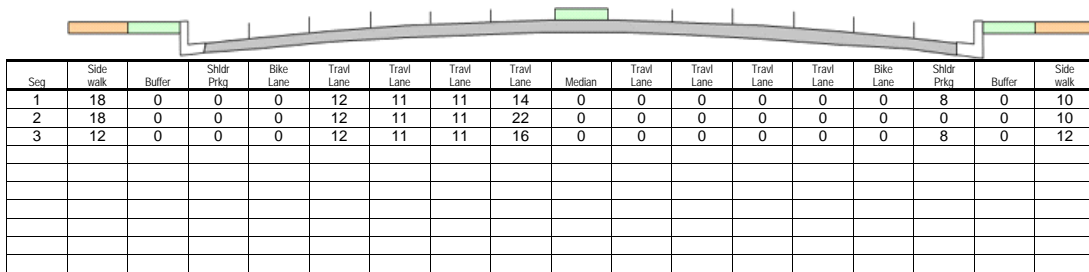
Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Marengo Avenue	Garfield Avenue	0	No	0	No	Yes	3	No
2	Garfield Avenue	Euclid Avenue	0	No	0	No	Yes	3	No
3	Euclid Avenue	Los Robles Avenue	0	No	0	No	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	54	0	0	2	0
2	[1]	[2]	0	0	0	0	52	0	0	2	0
3	[1]	[2]	0	0	0	0	2	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Marengo Avenue	Transit	n/a	n/a	2.75	B	2.75	B
to	Bike	1.41	A	3.85	D	3.51	D
Garfield Avenue	Ped	n/a		1.68	A	n/a	
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	3.01	C	3.01	C
to	Bike	0.53	A	1.30	A	3.08	C
Euclid Avenue	Ped	2.12	B	2.00	A	3.25	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	0.87	A	0.87	A
to	Bike	2.28	B	3.33	C	3.49	C
Los Robles Avenue	Ped	2.87	C	1.65	A	3.32	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	2.22	B	C	100%	3
	Bike	3.37	C	C	100%	3
	Ped	3.32	C	C	100%	3
	Overall		C	C	100%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	B	D	A	D	A	n/a	n/a
2	n/a	C	A	A	C	A	B	C
3	n/a	A	C	B	C	A	C	C
Facility	n/a	B			C			C

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Speed Calculation Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
Baseline (2013) Plus Project Conditions - AM Peak Hour

Auto Speed Calculation (N/A)

Segment & Downstream Signal	Ajd Free Speed (mph)	Segment Length (feet)	Control Delay (secs)	Running Time (secs)	Calib Adjmnt (mph)	Calming Reduction (mph)	Average Speed (mph)	HCM 2010 LOS

Transit Speed Calculation

Segment	Segment Length (feet)	Bus Stops (#)	Running Speed (mph)	Stop Delay (sec)	Running Time (sec)	Delay at Intersectn (sec)	Travel Speed (mph)	HCM 2010 LOS
Segment #1	522	1	13.4	36.9	63.5	17.8	4.4	B
Segment #2	411	1	8.1	35.0	69.7	14.0	3.3	C
Segment #3	440	0	22.1	8.1	13.6	5.0	16.2	A
Total/Avg	1373						5.1	B



Pedestrian & Bicycle LOS Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
Baseline (2013) Plus Project Conditions - AM Peak Hour

Pedestrian LOS Calculation

Segment & Downstream Signal	Cross Street Xing Score	Cross Street Xing LOS	Segment Xing Score	Segment Xing LOS	Link LOS Score	Link LOS	RCDF	Segment LOS Score	HCM 2010 Segment LOS
Segment #1	n/a	n/a	2.40	B	1.68	A	n/a	n/a	n/a
Segment #2	2.12	B	2.45	B	2.00	A	1.20	3.25	C
Segment #3	2.87	C	2.62	B	1.65	A	1.20	3.32	C

Bicycle LOS Calculation

Segment & Downstream Signal	Mid-Seg Traffic Speed (mph)	Bicycle Travel Speed (mph)	Intersectn LOS Score	Intersectn LOS	Link LOS Score	Link LOS	Segment LOS Score	HCM 2010 Segment LOS
Segment #1	21.4	8.8	1.41	A	3.85	D	3.51	D
Segment #2	19.7	7.9	0.53	A	1.30	A	3.08	C
Segment #3	20.3	8.1	2.28	B	3.33	C	3.49	C
Average		8.3					3.37	C



Layout Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Marengo Avenue	86		Signal	6	25	258	0	0
Seg #1	0	522	Signal	0	0	0	0	0
Garfield Avenue								
Seg #2	56	411	Signal	3	25	45	0	0
Euclid Avenue								
Seg #3	60	440	Signal	6	30	328	0	0
Los Robles Avenue								

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Traffic Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Marengo Avenue	Garfield Avenue	25	0	0	Yes	2	0	0
2	Garfield Avenue	Euclid Avenue	25	0	0	Yes	2	0	0
3	Euclid Avenue	Los Robles Avenue	25	0	0	Yes	2	0	0

Traffic Counts D= 45 K= 5 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1155	2	0	7	1800	0.92	559	1512
2	0	0	0	1150	2	79	17	1800	0.92	472	1512
3	0	0	0	1175	2	104	28	1800	0.92	392	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Marengo Avenue	Garfield Avenue	1	No	32	0	0	0
2	Garfield Avenue	Euclid Avenue	1	No	32	0	100	100
3	Euclid Avenue	Los Robles Avenue	0	No	0	0	0	0

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.6937	0.6325	2.3364	1.68	2.75	B
2	Yes	No	No RTs	Typical	3.6937	0.5932	2.1913	2.00	3.01	C
3	No	No	No RTs	Typical	3.6937	0.9714	3.5880	1.65	0.87	A
Avg									2.22	B

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Transit Data Report - continued

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Marengo Avenue	Garfield Avenue	MTA 180	2	80	75	11
		MAT 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Euclid Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Los Robles Avenue	MTA 180	2	80	75	0
		MTA 181	2	80	75	0
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

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Cross Section Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

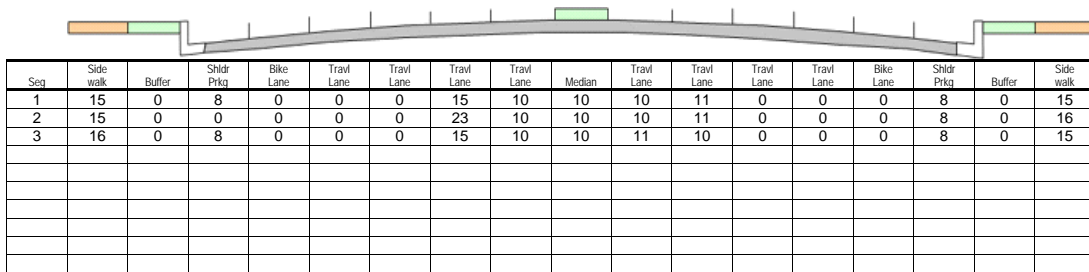
Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Marengo Avenue	Garfield Avenue	0	No	52	Yes	Yes	3	No
2	Garfield Avenue	Euclid Avenue	0	No	0	No	Yes	3	No
3	Euclid Avenue	Los Robles Avenue	0	No	43	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	86	0	0	2	0
2	[1]	[2]	0	0	0	0	72	0	0	2	0
3	[1]	[2]	0	0	0	0	70	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Los Robles Avenue	Transit	n/a	n/a	2.93	C	2.93	C
to	Bike	3.25	C	3.59	D	3.71	D
Euclid Avenue	Ped	2.09	B	2.17	B	3.31	C
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	3.00	C	3.00	C
to	Bike	3.21	C	3.72	D	3.72	D
Garfield Avenue	Ped	2.06	B	1.77	A	3.15	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	2.75	B	2.75	B
to	Bike	3.19	C	3.66	D	3.70	D
Marengo Avenue	Ped	2.56	B	2.07	B	3.39	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	2.88	C	C	100%	3
	Bike	3.71	D	C	67%	3
	Ped	3.29	C	C	100%	3
	Overall		D	C	75%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	C	D	C	D	B	B	C
2	n/a	C	D	C	D	A	B	C
3	n/a	B	D	C	D	B	B	C
Facility	n/a	C			D			C

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Layout Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Los Robles Avenue	70		Signal	6	30	304	0	0
Seg #1	44	453	Signal	3	25	39	0	0
Euclid Avenue								
Seg #2	58	395	Signal	3	25	7	0	0
Garfield Avenue								
Seg #3	59	526	Signal	5	25	355	0	0
Marengo Avenue								

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Traffic Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Los Robles Avenue	Euclid Avenue	25	0	0	Yes	2	0	0
2	Euclid Avenue	Garfield Avenue	25	0	0	No	2	0	0
3	Garfield Avenue	Marengo Avenue	25	0	0	Yes	2	0	0

Traffic Counts D= 55 K= 5 (shaded columns have calculated values)

	% LT Acc OppSide Acc Pts	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1141	2	62	12	1800	0.92	628	1512
2	0	0	0	1141	2	54	5	1800	0.92	628	1512
3	0	0	0	1049	2	24	25	180042	0.92	469	151235

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Los Robles Avenue	Euclid Avenue	1	No	32	0	0	100
2	Euclid Avenue	Garfield Avenue	1	No	32	0	100	100
3	Garfield Avenue	Marengo Avenue	1	No	32	0	100	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.7233	0.6081	2.2643	2.17	2.93	C
2	Yes	No	No RTs	Typical	3.7233	0.5845	2.1763	1.77	3.00	C
3	Yes	No	No RTs	Typical	3.7233	0.6382	2.3763	2.07	2.75	B
Avg									2.88	C

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Transit Data Report - continued

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Los Robles Avenue	Euclid Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	4	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Garfield Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	4	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Marengo Avenue	MTA 180	2	80	75	0
		MTA 181	2	80	75	0
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	4	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

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Cross Section Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

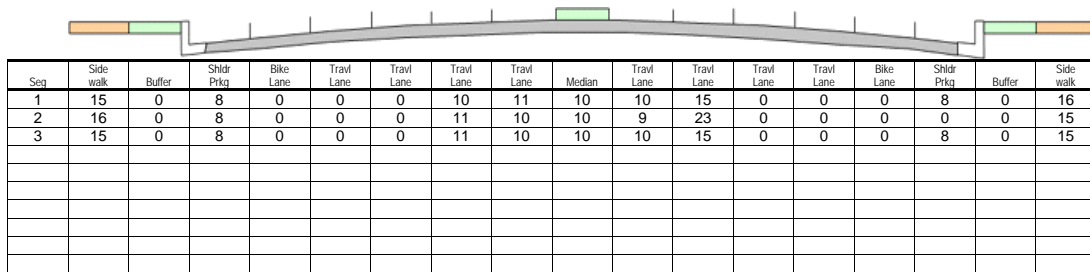
Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Los Robles Avenue	Euclid Avenue	0	No	21	Yes	Yes	3	No
2	Euclid Avenue	Garfield Avenue	0	No	49	Yes	Yes	3	No
3	Garfield Avenue	Marengo Avenue	0	No	23	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	21	0	0	2	0
2	[1]	[2]	0	0	0	0	48	0	0	2	0
3	[1]	[2]	0	0	0	0	67	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Marengo Avenue	Transit	n/a	n/a	2.80	C	2.80	C
to	Bike	1.66	A	4.04	D	3.55	D
Garfield Avenue	Ped	n/a		2.03	B	n/a	
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	3.08	C	3.08	C
to	Bike	0.87	A	1.57	A	3.13	C
Euclid Avenue	Ped	2.37	B	2.46	B	3.46	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	0.98	A	0.98	A
to	Bike	2.73	B	3.62	D	3.60	D
Los Robles Avenue	Ped	2.91	C	2.26	B	3.50	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	2.30	B	C	100%	3
	Bike	3.44	C	C	100%	3
	Ped	3.50	C	C	100%	3
	Overall		C	C	100%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	C	D	A	D	B	n/a	n/a
2	n/a	C	A	A	C	B	B	C
3	n/a	A	D	B	D	B	C	D
Facility	n/a	B			C			

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Layout Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/in	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Marengo Avenue	86		Signal	6	25	287	0	0
Seg #1	0	522	Signal	0	0	0	0	0
Garfield Avenue								
Seg #2	56	411	Signal	3	25	177	0	0
Euclid Avenue								
Seg #3	60	440	Signal	6	30	394	0	0
Los Robles Avenue								

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Traffic Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Marengo Avenue	Garfield Avenue	25	0	0	Yes	2	0	0
2	Garfield Avenue	Euclid Avenue	25	0	0	Yes	2	0	0
3	Euclid Avenue	Los Robles Avenue	25	0	0	Yes	2	0	0

Traffic Counts D= 50 K= 7.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1736	2	0	4	1800	0.92	868	1512
2	0	0	0	1850	2	150	17	1800	0.92	813	1512
3	0	0	0	2059	2	96	24	1800	0.92	824	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Marengo Avenue	Garfield Avenue	1	No	32	0	0	0
2	Garfield Avenue	Euclid Avenue	1	No	32	0	100	100
3	Euclid Avenue	Los Robles Avenue	0	No	0	0	0	0

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.6937	0.6325	2.3364	2.03	2.80	C
2	Yes	No	No RTs	Typical	3.6937	0.5932	2.1913	2.46	3.08	C
3	No	No	No RTs	Typical	3.6937	0.9673	3.5729	2.26	0.98	A
Avg									2.30	B

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Transit Data Report - continued

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Marengo Avenue	Garfield Avenue	MTA 180	2	80	75	11
		MAT 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Euclid Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Los Robles Avenue	MTA 180	2	80	75	0
		MTA 181	2	80	75	0
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

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Cross Section Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

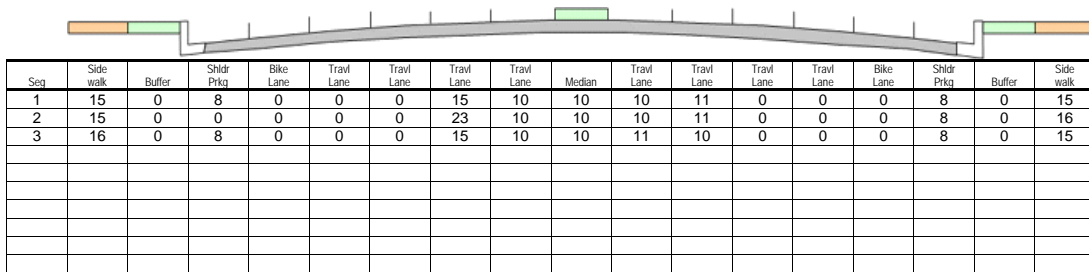
Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Marengo Avenue	Garfield Avenue	0	No	52	Yes	Yes	3	No
2	Garfield Avenue	Euclid Avenue	0	No	0	No	Yes	3	No
3	Euclid Avenue	Los Robles Avenue	0	No	43	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	86	0	0	2	0
2	[1]	[2]	0	0	0	0	72	0	0	2	0
3	[1]	[2]	0	0	0	0	70	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Los Robles Avenue	Transit	n/a	n/a	2.98	C	2.98	C
to	Bike	3.56	D	3.77	D	3.84	D
Euclid Avenue	Ped	2.09	B	2.59	B	3.44	C
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	3.04	C	3.04	C
to	Bike	3.46	C	3.91	D	3.83	D
Garfield Avenue	Ped	2.08	B	2.12	B	3.28	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	2.81	C	2.81	C
to	Bike	3.57	D	3.91	D	3.87	D
Marengo Avenue	Ped	2.63	B	2.58	B	3.53	D

Using HCM 2010 Methodologies

—||—

Results Summary - continued

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	2.93	C	C	100%	3
	Bike	3.85	D	C	67%	3
	Ped	3.43	C	C	100%	3
	Overall		D	C	67%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	C	D	D	D	B	B	C
2	n/a	C	D	C	D	B	B	C
3	n/a	C	D	D	D	B	B	D
Facility	n/a	C			D			C

—||—

Speed Calculation Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Auto Speed Calculation (N/A)

Segment & Downstream Signal	Ajd Free Speed (mph)	Segment Length (feet)	Control Delay (secs)	Running Time (secs)	Calib Adjmnt (mph)	Calming Reduction (mph)	Average Speed (mph)	HCM 2010 LOS

Transit Speed Calculation

Segment	Segment Length (feet)	Bus Stops (#)	Running Speed (mph)	Stop Delay (sec)	Running Time (sec)	Delay at Intersectn (sec)	Travel Speed (mph)	HCM 2010 LOS
Segment #1	453	1	10.1	35.7	66.3	15.4	3.8	C
Segment #2	395	1	7.3	34.7	71.7	13.5	3.2	C
Segment #3	526	1	13.6	37.0	63.4	17.9	4.4	C
Total/Avg	1374						3.8	C



Pedestrian & Bicycle LOS Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Pedestrian LOS Calculation

Segment & Downstream Signal	Cross Street Xing Score	Cross Street Xing LOS	Segment Xing Score	Segment Xing LOS	Link LOS Score	Link LOS	RCDF	Segment LOS Score	HCM 2010 Segment LOS
Segment #1	2.09	B	2.63	B	2.59	B	1.19	3.44	C
Segment #2	2.08	B	2.58	B	2.12	B	1.20	3.28	C
Segment #3	2.63	B	2.73	B	2.58	B	1.18	3.53	D
Average								3.43	C

Bicycle LOS Calculation

Segment & Downstream Signal	Mid-Seg Traffic Speed (mph)	Bicycle Travel Speed (mph)	Intersectn LOS Score	Intersectn LOS	Link LOS Score	Link LOS	Segment LOS Score	HCM 2010 Segment LOS
Segment #1	20.0	8.3	3.56	D	3.77	D	3.84	D
Segment #2	18.9	7.7	3.46	C	3.91	D	3.83	D
Segment #3	21.0	8.8	3.57	D	3.91	D	3.87	D
Average		8.3					3.85	D



Layout Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Los Robles Avenue	70		Signal	6	30	300	0	0
Seg #1	44	453	Signal	3	25	114	0	0
Euclid Avenue								
Seg #2	58	395	Signal	3	25	35	0	0
Garfield Avenue								
Seg #3	59	526	Signal	5	25	370	0	0
Marengo Avenue								

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Traffic Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Los Robles Avenue	Euclid Avenue	25	0	0	Yes	2	0	0
2	Euclid Avenue	Garfield Avenue	25	0	0	No	2	0	0
3	Garfield Avenue	Marengo Avenue	25	0	0	Yes	2	0	0

Traffic Counts D= 50 K= 7.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1965	2	30	19	1800	0.92	883	1512
2	0	0	0	1770	2	47	4	1800	0.92	929	1512
3	0	0	0	1897	2	39	19	1800	0.92	879	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

—||—

Transit Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Los Robles Avenue	Euclid Avenue	1	No	32	0	0	100
2	Euclid Avenue	Garfield Avenue	1	No	32	0	100	100
3	Garfield Avenue	Marengo Avenue	1	No	32	0	100	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.736	0.6085	2.2732	2.59	2.98	C
2	Yes	No	No RTs	Typical	3.736	0.5848	2.1847	2.12	3.04	C
3	Yes	No	No RTs	Typical	3.736	0.6387	2.3861	2.58	2.81	C
Avg									2.93	C

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Transit Data Report - continued

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Los Robles Avenue	Euclid Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Garfield Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Marengo Avenue	MTA 180	2	80	75	0
		MTA 181	2	80	75	0
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

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Cross Section Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

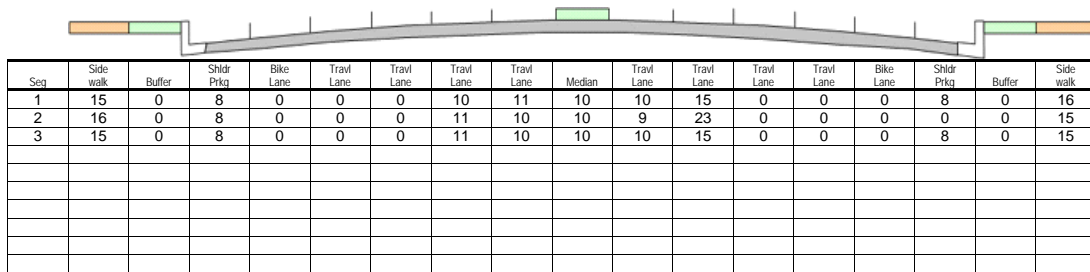
Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Los Robles Avenue	Euclid Avenue	0	No	21	Yes	Yes	3	No
2	Euclid Avenue	Garfield Avenue	0	No	49	Yes	Yes	3	No
3	Garfield Avenue	Marengo Avenue	0	No	23	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	21	0	0	2	0
2	[1]	[2]	0	0	0	0	48	0	0	2	0
3	[1]	[2]	0	0	0	0	67	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



**MMLOS Worksheets – Cumulative (2016) without Project Conditions
(with Macy’s Trip Credits)**

Results Summary

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Union Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.09	C	3.28	C	4.15	D
Colorado Boulevard	Ped	2.75	C	2.49	B	3.53	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.86	C	3.25	C	3.95	D
Green Street	Ped	2.54	B	2.09	B	3.39	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.23	C	4.42	E	4.06	D
Cordova Street	Ped	2.55	B	1.94	A	3.34	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
Transit	n/a	n/a				
Bike	4.05	D	C	67%	3	
Ped	3.40	C	C	100%	3	
Overall						

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	n/a	C	C	D	B	C	D
2	n/a	n/a	C	C	D	B	B	C
3	n/a	n/a	E	C	D	A	B	C
Facility	n/a	n/a			D			C

==||==

Layout Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Union Street	48		Signal	3	25	0	0	0
Seg #1	70	345	Signal	6	25	297	0	0
Colorado Boulevard								
Seg #2	56	481	Signal	5	30	278	0	0
Green Street								
Seg #3	60	817	Signal	5	35	94	0	0
Cordova Street								

==||==

Traffic Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Union Street	Colorado Boulevard	25	0	0	Yes	2	1	1
2	Colorado Boulevard	Green Street	25	3	100	Yes	2	1	0
3	Green Street	Cordova Street	25	2	0	Yes	2	1	1

Traffic Counts D= 50 K= 7.1 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1407	2	65	19	1800	0.92	661	1512
2	0	0	0	1391	2	0	36	1800	0.92	511	1512
3	0	0	0	1385	2	50	25	1800	0.92	485	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Union Street	Colorado Boulevard	0	No	0	0	0	0
2	Colorado Boulevard	Green Street	0	No	0	0	0	0
3	Green Street	Cordova Street	0	No	0	0	0	0

Transit Level of Service Calculation (N/A)

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceived Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS

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Transit Data Report - continued

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Union Street	Colorado Boulevard					
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Green Street					
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Cordova Street					

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Cross Section Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

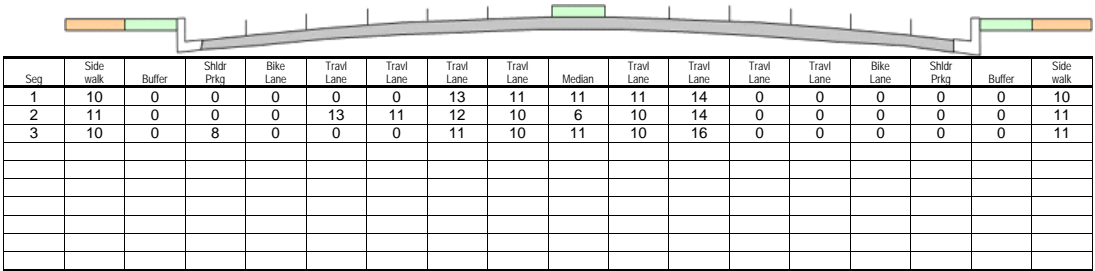
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Union Street	Colorado Boulevard	0	No	0	No	Yes	3	No
2	Colorado Boulevard	Green Street	0	No	0	No	Yes	3	No
3	Green Street	Cordova Street	0	No	48	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	0	0	2	2	0
2	[1]	[2]	0	0	0	0	0	0	0	2	0
3	[1]	[2]	0	0	0	0	0	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Cordova Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.04	B	3.54	D	3.72	D
Green Street	Ped	2.69	B	2.57	B	3.54	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.29	C	3.29	C
to	Bike	2.76	C	3.32	C	3.56	D
Colorado Boulevard	Ped	2.79	C	2.37	B	3.51	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.38	C	3.38	C
to	Bike	2.33	B	3.14	C	3.96	D
Union Street	Ped	2.10	B	2.46	B	3.41	C

Using HCM 2010 Methodologies

==||==

Results Summary - continued

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	n/a	n/a			
	Bike	3.73	D	C	67%	3
	Ped	3.50	C	C	100%	3
	Overall					

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	n/a	D	B	D	B	B	D
2	n/a	C	C	C	D	B	C	D
3	n/a	C	C	B	D	B	B	C
Facility	n/a	C			D			D

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Cumulative Base AM - Northbound

CompleteStreetsLOS

Layout Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Cordova Street	70		Signal	5	35	304	0	0
Seg #1	46	833	Signal	4	30	0	0	0
Green Street								
Seg #2	70	467	Signal	6	25	298	0	0
Colorado Boulevard								
Seg #3	35	376	Signal	3	25	190	0	0
Union Street								

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Cumulative Base AM - Northbound

CompleteStreetsLOS

Traffic Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Cordova Street	Green Street	25	2	0	No	2	1	1
2	Green Street	Colorado Boulevard	25	3	100	Yes	2	0	1
3	Colorado Boulevard	Union Street	25	0	0	Yes	2	1	1

Traffic Counts D= 50 K= 7.1 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1266	2	131	20	1800	0.92	615	1512
2	0	0	0	1395	2	86	15	1800	0.92	579	1512
3	0	0	0	1478	2	0	10	1800	0.92	721	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

—||—

Transit Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Cordova Street	Green Street	0	No	0	0	0	0
2	Green Street	Colorado Boulevard	0	No	0	0	0	0
3	Colorado Boulevard	Union Street	0	No	0	0	0	0

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2	Yes	No	No RTs	Typical	2.4805	0.8241	2.0441	2.37	3.29	C
3	Yes	No	No RTs	Typical	2.4805	0.8046	1.9958	2.46	3.38	C

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Transit Data Report - continued

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Cordova Street	Green Street					
		ARTS 40	3	80	75	11

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Colorado Boulevard					
		ARTS 40	3	80	75	0

==||==

Cross Section Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

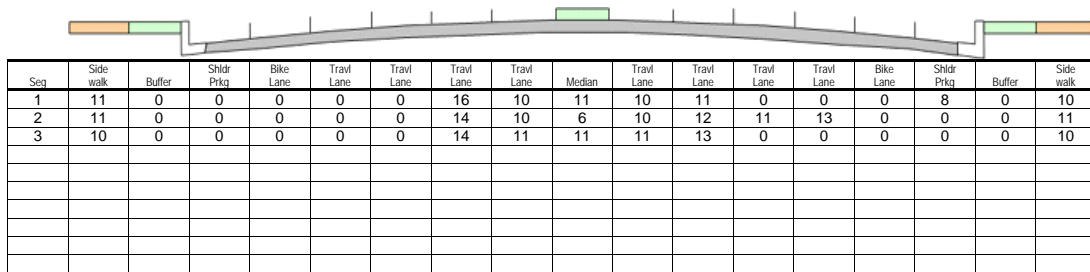
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Cordova Street	Green Street	0	No	0	No	Yes	3	No
2	Green Street	Colorado Boulevard	0	No	0	No	Yes	3	No
3	Colorado Boulevard	Union Street	0	No	0	No	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	0	25	0	2	0
2	[1]	[2]	0	0	0	0	45	10	0	2	0
3	[1]	[2]	0	0	0	0	96	0	0	1	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Union Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.21	C	3.36	C	4.20	D
Colorado Boulevard	Ped	2.92	C	2.65	B	3.60	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.94	C	3.31	C	3.97	D
Green Street	Ped	2.65	B	2.15	B	3.43	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.48	C	4.60	E	4.17	D
Cordova Street	Ped	2.61	B	2.28	B	3.45	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
Transit	n/a	n/a				
Bike	4.12	D	C	67%	3	
Ped	3.48	C	C	100%	3	
Overall						

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	n/a	C	C	D	B	C	D
2	n/a	n/a	C	C	D	B	B	C
3	n/a	n/a	E	C	D	B	B	C
Facility	n/a	n/a			D			C

—||—

Layout Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Union Street	48		Signal	3	25	0	0	0
Seg #1	70	345	Signal	6	25	481	0	0
Colorado Boulevard								
Seg #2	56	481	Signal	5	30	391	0	0
Green Street								
Seg #3	60	817	Signal	5	35	113	0	0
Cordova Street								

==||==

Traffic Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Union Street	Colorado Boulevard	25	0	0	Yes	2	1	1
2	Colorado Boulevard	Green Street	25	3	100	Yes	2	1	0
3	Green Street	Cordova Street	25	2	0	Yes	2	1	1

Traffic Counts D= 52 K= 8.5 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1715	2	86	27	1800	0.92	704	1512
2	0	0	0	1564	2	0	23	1800	0.92	690	1512
3	0	0	0	1633	2	26	28	1800	0.92	684	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Union Street	Colorado Boulevard	0	No	0	0	0	0
2	Colorado Boulevard	Green Street	0	No	0	0	0	0
3	Green Street	Cordova Street	0	No	0	0	0	0

Transit Level of Service Calculation (N/A)

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceived Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS

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Transit Data Report - continued

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Union Street	Colorado Boulevard					
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Green Street					
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Cordova Street					

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Cross Section Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

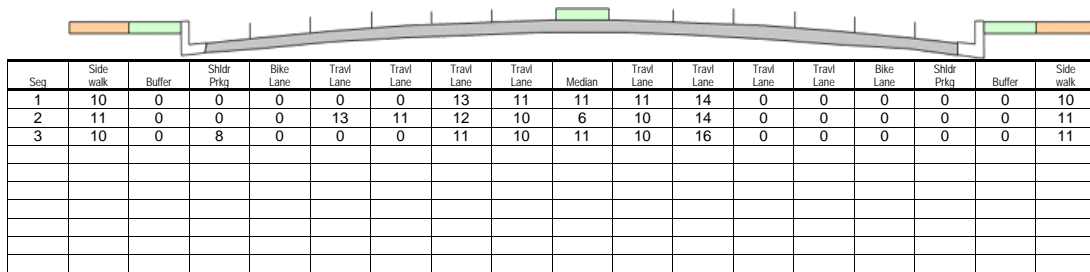
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Union Street	Colorado Boulevard	0	No	0	No	Yes	3	No
2	Colorado Boulevard	Green Street	0	No	0	No	Yes	3	No
3	Green Street	Cordova Street	0	No	48	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	0	0	2	2	0
2	[1]	[2]	0	0	0	0	0	0	0	2	0
3	[1]	[2]	0	0	0	0	0	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Cordova Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.16	B	3.62	D	3.75	D
Green Street	Ped	2.73	B	2.73	B	3.59	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.32	C	3.32	C
to	Bike	2.88	C	3.40	C	3.59	D
Colorado Boulevard	Ped	3.18	C	2.53	B	3.61	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.38	C	3.38	C
to	Bike	2.35	B	3.15	C	3.96	D
Union Street	Ped	2.33	B	2.49	B	3.46	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.38	C	C	100%	3
	Bike	3.75	D	C	67%	3
	Ped	3.57	D	C	67%	3
	Overall					

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	n/a	D	B	D	B	B	D
2	n/a	C	C	C	D	B	C	D
3	n/a	C	C	B	D	B	B	C
Facility	n/a	C			D			D

==||==

Cumulative Base PM - Northbound

CompleteStreetsLOS

Layout Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Cordova Street	70		Signal	5	35	458	0	0
Seg #1	46	833	Signal	4	30	0	0	0
Green Street								
Seg #2	70	467	Signal	6	25	573	0	0
Colorado Boulevard								
Seg #3	35	376	Signal	3	25	477	0	0
Union Street								

==||==

Cumulative Base PM - Northbound

CompleteStreetsLOS

Traffic Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Cordova Street	Green Street	25	2	0	No	2	1	1
2	Green Street	Colorado Boulevard	25	3	100	Yes	2	0	1
3	Colorado Boulevard	Union Street	25	0	0	Yes	2	1	1

Traffic Counts D= 48 K= 8.5 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1709	2	97	34	1800	0.92	605	1512
2	0	0	0	1574	2	236	20	1800	0.92	656	1512
3	0	0	0	1550	2	0	6	1800	0.92	781	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7		4	0

==||==

Transit Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Cordova Street	Green Street	0	No	0	0	0	0
2	Green Street	Colorado Boulevard	0	No	0	0	0	0
3	Colorado Boulevard	Union Street	0	No	0	0	0	0

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2	Yes	No	No RTs	Typical	2.4805	0.8235	2.0427	2.53	3.32	C
3	Yes	No	No RTs	Typical	2.4805	0.8044	1.9952	2.49	3.38	C

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Transit Data Report - continued

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Cordova Street	Green Street					
		ARTS 40	3	80	75	11

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Colorado Boulevard					
		ARTS 40	3	80	75	0

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Cross Section Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

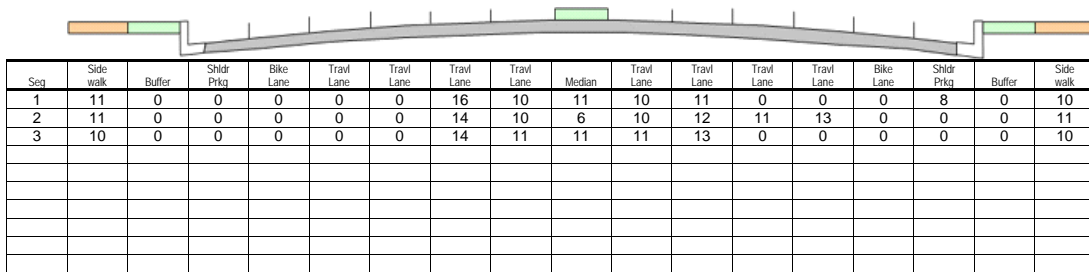
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Cordova Street	Green Street	0	No	0	No	Yes	3	No
2	Green Street	Colorado Boulevard	0	No	0	No	Yes	3	No
3	Colorado Boulevard	Union Street	0	No	0	No	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	0	25	0	2	0
2	[1]	[2]	0	0	0	0	45	10	0	2	0
3	[1]	[2]	0	0	0	0	96	0	0	1	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Union Street	Transit	n/a	n/a	3.46	C	3.46	C
to	Bike	3.17	C	3.84	D	3.73	D
Colorado Boulevard	Ped	2.97	C	2.74	B	3.63	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.79	D	3.79	D
to	Bike	3.08	C	3.83	D	3.70	D
Green Street	Ped	2.71	B	2.60	B	3.55	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.41	C	3.41	C
to	Bike	3.10	C	3.86	D	3.92	D
Cordova Street	Ped	2.64	B	2.32	B	3.47	C

Using HCM 2010 Methodologies

==||==

Results Summary - continued

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.52	D	C	67%	3
	Bike	3.81	D	C	67%	3
	Ped	3.53	D	C	67%	3
	Overall		D	C	67%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	C	D	C	D	B	C	D
2	n/a	D	D	C	D	B	B	D
3	n/a	C	D	C	D	B	B	C
Facility	n/a	D			D			D

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Cumulative Base AM-Southbound

CompleteStreetsLOS

Layout Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Union Street	73		Signal	3	25	0	0	0
Seg #1	69	503	Signal	6	25	276	0	0
Colorado Boulevard								
Seg #2	56	482	Signal	6	30	349	0	0
Green Street								
Seg #3	61	879	Signal	5	35	120	0	0
Cordova Street								

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Cumulative Base AM-Southbound

CompleteStreetsLOS

Traffic Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Union Street	Colorado Boulevard	30	2	0	Yes	2	0	0
2	Colorado Boulevard	Green Street	30	2	0	Yes	2	0	1
3	Green Street	Cordova Street	30	0	0	Yes	2	1	1

Traffic Counts D= 45 K= 7.3 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1697	2	184	31	1800	0.92	647	1512
2	0	0	0	1581	2	21	21	1800	0.92	634	1512
3	0	0	0	1472	2	68	39	1800	0.92	448	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	III	4	0
2	100	42	7	7	III	4	0
3	100	42	7	7	III	4	0

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Transit Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Union Street	Colorado Boulevard	1	No	32	0	0	100
2	Colorado Boulevard	Green Street	1	No	32	0	100	100
3	Green Street	Cordova Street	1	No	32	0	0	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.1498	0.6240	1.9656	2.74	3.46	C
2	Yes	No	No RTs	Typical	2.7951	0.6209	1.7355	2.60	3.79	D
3	Yes	No	No RTs	Typical	2.7951	0.7004	1.9577	2.32	3.41	C
Avg									3.52	D

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Transit Data Report - continued

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Union Street	Colorado Boulevard	MTA 267	2	80	75	0
		MTA 687	2	80	75	0
		LADTO	2	80	75	0
		CE 549				
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Green Street	MTA 267	2	80	75	0
		LADOT	2	80	75	0
		CE 549				
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Cordova Street	MTA 267	2	80	75	0
		LADOT	2	80	75	0
		CE 549				

==||==

Cross Section Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

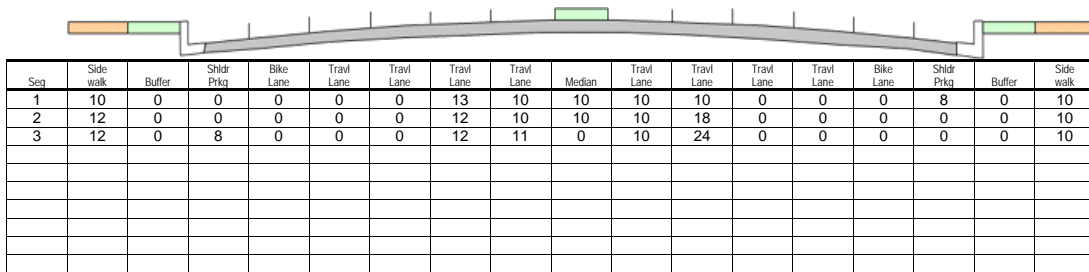
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Union Street	Colorado Boulevard	0	No	0	No	Yes	3	No
2	Colorado Boulevard	Green Street	0	No	0	No	Yes	3	No
3	Green Street	Cordova Street	0	No	22	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	35	0	0	2	0
2	[1]	[2]	0	0	0	0	0	0	0	2	0
3	[1]	[2]	0	0	0	0	18	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Cordova Street	Transit	n/a	n/a	3.43	C	3.43	C
to	Bike	0.40	A	2.04	B	3.40	C
Green Street	Ped	2.61	B	2.47	B	3.50	C
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.81	D	3.81	D
to	Bike	2.12	B	2.90	C	3.80	D
Colorado Boulevard	Ped	2.99	C	2.55	B	3.59	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.33	C	3.33	C
to	Bike	3.48	C	4.32	E	3.90	D
Union Street	Ped	2.48	B	2.09	B	3.38	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.49	C	C	100%	3
	Bike	3.64	D	C	67%	3
	Ped	3.49	C	C	100%	3
	Overall		D	C	75%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	C	B	A	C	B	B	D
2	n/a	D	C	B	D	B	C	D
3	n/a	C	E	C	D	B	B	C
Facility	n/a	C			D			C

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Cumulative Base AM - Northbound

CompleteStreetsLOS

Layout Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Cordova Street	67		Signal	5	35	291	0	0
Seg #1	48	894	Signal	3	30	0	0	0
Green Street								
Seg #2	71	463	Signal	6	25	329	0	0
Colorado Boulevard								
Seg #3	54	513	Signal	5	25	215	0	0
Union Street								

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Cumulative Base AM - Northbound

CompleteStreetsLOS

Traffic Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Cordova Street	Green Street	30	0	0	No	2	1	1
2	Green Street	Colorado Boulevard	30	2	0	Yes	2	1	0
3	Colorado Boulevard	Union Street	30	2	0	Yes	2	0	0

Traffic Counts D= 55 K= 7.3 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1418	2	158	12	1800	0.92	722	1512
2	0	0	0	1576	2	204	25	1800	0.92	690	1512
3	0	0	0	1585	2	27	20	1800	0.92	644	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	III	4	0
2	100	42	7	7	III	4	0
3	100	42	7	7	III	4	0

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Transit Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Cordova Street	Green Street	1	No	32	0	0	100
2	Green Street	Colorado Boulevard	1	No	32	0	100	100
3	Colorado Boulevard	Union Street	1	No	32	0	100	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	2.7951	0.7024	1.9634	2.47	3.43	C
2	Yes	No	No RTs	Typical	2.7951	0.6137	1.7154	2.55	3.81	D
3	Yes	No	No RTs	Typical	3.1498	0.6316	1.9893	2.09	3.33	C
Avg									3.49	C

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Transit Data Report - continued

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Cordova Street	Green Street	MTA 267	2	80	75	0
		LADOT CE 549	2	80	75	0
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Colorado Boulevard	MTA 267	2	80	75	0
		LADOT CE 549	2	80	75	0
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Union Street	MTA 267	2	80	75	0
		MTA 687	2	80	75	0
		LADOT CE 549	2	80	75	0

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Cross Section Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013


Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Cordova Street	Green Street	0	No	0	No	Yes	3	No
2	Green Street	Colorado Boulevard	0	No	0	No	Yes	3	No
3	Colorado Boulevard	Union Street	0	No	43	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	19	0	0	2	0
2	[1]	[2]	0	0	0	0	47	0	0	2	0
3	[1]	[2]	0	0	0	0	65	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Seq	Side walk	Buffer	Shldr Prkq	Bike Lane	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Median	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Bike Lane	Shldr Prkq	Buffer	Side walk
1	10	0	0	0	0	0	24	10	0	11	13	0	0	0	0	0	12
2	10	0	0	0	0	0	18	10	10	10	12	0	0	0	0	0	12
3	10	0	8	0	0	0	10	10	10	10	12	0	0	0	8	0	10

Results Summary

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Union Street	Transit	n/a	n/a	3.47	C	3.47	C
to	Bike	3.22	C	3.87	D	3.74	D
Colorado Boulevard	Ped	3.32	C	2.80	C	3.70	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.80	D	3.80	D
to	Bike	3.16	C	3.88	D	3.73	D
Green Street	Ped	2.88	C	2.71	B	3.61	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.47	C	3.47	C
to	Bike	3.38	C	4.04	D	4.03	D
Cordova Street	Ped	2.62	B	2.70	B	3.56	D

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.56	D	C	67%	3
	Bike	3.88	D	C	67%	3
	Ped	3.61	D	C	67%	3
	Overall		D	C	67%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	C	D	C	D	C	C	D
2	n/a	D	D	C	D	B	C	D
3	n/a	C	D	C	D	B	B	D
Facility	n/a	D			D			D

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Cumulative Base PM-Southbound

CompleteStreetsLOS

Layout Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Union Street	73		Signal	3	25	0	0	0
Seg #1	69	503	Signal	6	25	531	0	0
Colorado Boulevard								
Seg #2	56	482	Signal	6	30	450	0	0
Green Street								
Seg #3	61	879	Signal	5	35	126	0	0
Cordova Street								

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Cumulative Base PM-Southbound

CompleteStreetsLOS

Traffic Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Union Street	Colorado Boulevard	30	2	0	Yes	2	0	0
2	Colorado Boulevard	Green Street	30	2	0	Yes	2	0	1
3	Green Street	Cordova Street	30	0	0	Yes	2	1	1

Traffic Counts D= 45 K= 8.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	2022	2	306	35	1800	0.92	646	1512
2	0	0	0	1908	2	65	12	1800	0.92	793	1512
3	0	0	0	1750	2	17	34	1800	0.92	711	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	III	4	0
2	100	42	7	7	III	4	0
3	100	42	7	7	III	4	0

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Transit Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Union Street	Colorado Boulevard	1	No	32	0	0	100
2	Colorado Boulevard	Green Street	1	No	32	0	100	100
3	Green Street	Cordova Street	1	No	32	0	0	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.1498	0.6240	1.9656	2.80	3.47	C
2	Yes	No	No RTs	Typical	2.7951	0.6209	1.7355	2.71	3.80	D
3	Yes	No	No RTs	Typical	2.7951	0.7004	1.9577	2.70	3.47	C
Avg									3.56	D

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Transit Data Report - continued

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Union Street	Colorado Boulevard	MTA 267	2	80	75	0
		MTA 687	2	80	75	0
		LADTO	2	80	75	0
		CE 549				
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Green Street	MTA 267	2	80	75	0
		LADOT	2	80	75	0
		CE 549				
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Cordova Street	MTA 267	2	80	75	0
		LADOT	2	80	75	0
		CE 549				

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Cross Section Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013


Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Union Street	Colorado Boulevard	0	No	0	No	Yes	3	No
2	Colorado Boulevard	Green Street	0	No	0	No	Yes	3	No
3	Green Street	Cordova Street	0	No	22	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	35	0	0	2	0
2	[1]	[2]	0	0	0	0	0	0	0	2	0
3	[1]	[2]	0	0	0	0	18	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Seq	Side walk	Buffer	Shldr Prkq	Bike Lane	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Median	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Bike Lane	Shldr Prkq	Buffer	Side walk
1	10	0	0	0	0	0	13	10	10	10	10	0	0	0	8	0	10
2	12	0	0	0	0	0	12	10	10	10	18	0	0	0	0	0	10
3	12	0	8	0	0	0	12	11	0	10	24	0	0	0	0	0	10

Results Summary

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Cordova Street	Transit	n/a	n/a	3.44	C	3.44	C
to	Bike	0.45	A	2.07	B	3.41	C
Green Street	Ped	2.59	B	2.55	B	3.52	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.85	D	3.85	D
to	Bike	2.33	B	2.96	C	3.84	D
Colorado Boulevard	Ped	3.16	C	2.83	C	3.68	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.41	C	3.41	C
to	Bike	3.89	D	4.54	E	4.11	D
Union Street	Ped	2.60	B	2.65	B	3.54	D

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.53	D	C	67%	3
	Bike	3.71	D	C	67%	3
	Ped	3.57	D	C	67%	3
	Overall		D	C	67%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	C	B	A	C	B	B	D
2	n/a	D	C	B	D	C	C	D
3	n/a	C	E	D	D	B	B	D
Facility	n/a	D			D			D

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Cumulative Base PM - Northbound

CompleteStreetsLOS

Layout Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Cordova Street	67		Signal	5	35	419	0	0
Seg #1	48	894	Signal	3	30	0	0	0
Green Street								
Seg #2	71	463	Signal	6	25	548	0	0
Colorado Boulevard								
Seg #3	54	513	Signal	5	25	266	0	0
Union Street								

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Cumulative Base PM - Northbound

CompleteStreetsLOS

Traffic Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Cordova Street	Green Street	30	0	0	No	2	1	1
2	Green Street	Colorado Boulevard	30	2	0	Yes	2	1	0
3	Colorado Boulevard	Union Street	30	2	0	Yes	2	0	0

Traffic Counts D= 55 K= 8.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1804	2	101	7	1800	0.92	825	1512
2	0	0	0	1924	2	219	26	1800	0.92	873	1512
3	0	0	0	2030	2	62	12	1800	0.92	1144	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	III	4	0
2	100	42	7	7	III	4	0
3	100	42	7	7	III	4	0

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Transit Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Cordova Street	Green Street	1	No	32	0	0	100
2	Green Street	Colorado Boulevard	1	No	32	0	100	100
3	Colorado Boulevard	Union Street	1	No	32	0	100	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	2.7951	0.7024	1.9634	2.55	3.44	C
2	Yes	No	No RTs	Typical	2.7951	0.6137	1.7154	2.83	3.85	D
3	Yes	No	No RTs	Typical	3.1498	0.6316	1.9893	2.65	3.41	C
Avg									3.53	D

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Transit Data Report - continued

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Cordova Street	Green Street	MTA 267	2	80	75	0
		LADOT CE 549	2	80	75	0
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Colorado Boulevard	MTA 267	2	80	75	0
		LADOT CE 549	2	80	75	0
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Union Street	MTA 267	2	80	75	0
		MTA 687	2	80	75	0
		LADOT CE 549	2	80	75	0

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Cross Section Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013


Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Cordova Street	Green Street	0	No	0	No	Yes	3	No
2	Green Street	Colorado Boulevard	0	No	0	No	Yes	3	No
3	Colorado Boulevard	Union Street	0	No	43	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	19	0	0	2	0
2	[1]	[2]	0	0	0	0	47	0	0	2	0
3	[1]	[2]	0	0	0	0	65	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Seg	Side walk	Buffer	Shldr Prkq	Bike Lane	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Median	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Bike Lane	Shldr Prkq	Buffer	Side walk
1	10	0	0	0	0	0	24	10	0	11	13	0	0	0	0	0	12
2	10	0	0	0	0	0	18	10	10	10	12	0	0	0	0	0	12
3	10	0	8	0	0	0	10	10	10	10	12	0	0	0	8	0	10

Results Summary

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Marengo Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.17	B	3.89	D	3.57	D
Garfield Avenue	Ped	n/a		2.55	B	n/a	
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.87	C	3.41	C	3.59	D
Euclid Avenue	Ped	1.80	A	2.39	B	3.32	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.18	C	3.57	D	4.11	D
Los Robles Avenue	Ped	2.52	B	2.40	B	3.47	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	n/a	n/a			
	Bike	3.75	D	C		3
	Ped	3.47	C	C		3
	Overall		C	C	83%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	n/a	D	B	D	B	n/a	n/a
2	n/a	n/a	C	C	D	B	A	C
3	n/a	n/a	D	C	D	B	B	C
Facility	n/a	n/a			D			C

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Speed Calculation Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Auto Speed Calculation (N/A)

Segment & Downstream Signal	Ajd Free Speed (mph)	Segment Length (feet)	Control Delay (secs)	Running Time (secs)	Calib Adjmnt (mph)	Calming Reduction (mph)	Average Speed (mph)	HCM 2010 LOS

Transit Speed Calculation (N/A)

Segment	Segment Length (feet)	Bus Stops (#)	Running Speed (mph)	Stop Delay (sec)	Running Time (sec)	Delay at Intersectn (sec)	Travel Speed (mph)	HCM 2010 LOS

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Pedestrian & Bicycle LOS Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Pedestrian LOS Calculation

Segment & Downstream Signal	Cross Street Xing Score	Cross Street Xing LOS	Segment Xing Score	Segment Xing LOS	Link LOS Score	Link LOS	RCDF	Segment LOS Score	HCM 2010 Segment LOS
Segment #1	n/a	n/a	2.27	B	2.55	B	n/a	n/a	n/a
Segment #2	1.80	A	2.24	B	2.39	B	1.20	3.32	C
Segment #3	2.52	B	2.27	B	2.40	B	1.19	3.47	C

Bicycle LOS Calculation

Segment & Downstream Signal	Mid-Seg Traffic Speed (mph)	Bicycle Travel Speed (mph)	Intersectn LOS Score	Intersectn LOS	Link LOS Score	Link LOS	Segment LOS Score	HCM 2010 Segment LOS
Segment #1	22.1	8.8	2.17	B	3.89	D	3.57	D
Segment #2	20.1	7.9	2.87	C	3.41	C	3.59	D
Segment #3	20.5	8.1	3.18	C	3.57	D	4.11	D
Average		8.3					3.75	D

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Layout Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Marengo Avenue	66		Signal	5	25	315	0	0
Seg #1	0	522	Signal	0	0	0	0	0
Garfield Avenue								
Seg #2	50	411	Signal	2	25	47	0	0
Euclid Avenue								
Seg #3	59	440	Signal	4	30	419	0	0
Los Robles Avenue								

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Traffic Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Marengo Avenue	Garfield Avenue	30	1	0	Yes	4	0	0
2	Garfield Avenue	Euclid Avenue	30	1	0	Yes	4	0	0
3	Euclid Avenue	Los Robles Avenue	30	1	0	Yes	3	1	0

Traffic Counts D= 100 K= 5.1 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1358	2	0	16	1800	0.92	1240	3024
2	0	0	0	1217	2	13	7	1800	0.92	1230	3024
3	0	0	0	1204	2	0	22	1800	0.92	1021	2268

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Marengo Avenue	Garfield Avenue	0	No	0	0	0	0
2	Garfield Avenue	Euclid Avenue	0	No	0	0	0	0
3	Euclid Avenue	Los Robles Avenue	0	No	0	0	0	0

Transit Level of Service Calculation (N/A)

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceived Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS

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Transit Data Report - continued

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Marengo Avenue	Garfield Avenue					
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Euclid Avenue					
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Los Robles Avenue					

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Cross Section Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

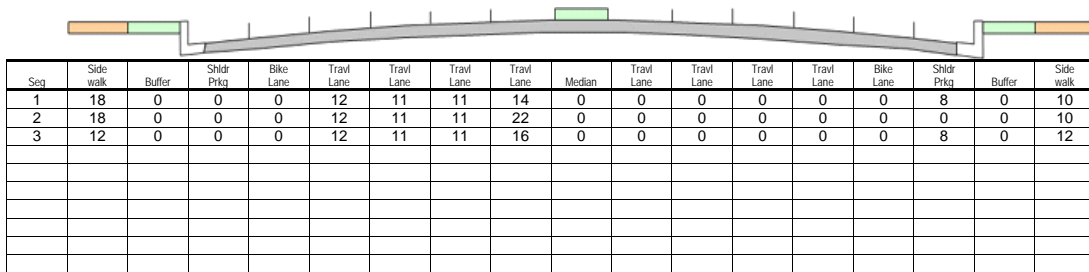
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Marengo Avenue	Garfield Avenue	0	No	0	No	Yes	3	No
2	Garfield Avenue	Euclid Avenue	0	No	0	No	Yes	3	No
3	Euclid Avenue	Los Robles Avenue	0	No	0	No	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	54	0	0	2	0
2	[1]	[2]	0	0	0	0	52	0	0	2	0
3	[1]	[2]	0	0	0	0	2	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Marengo Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.32	B	4.00	D	3.60	D
Garfield Avenue	Ped	n/a		2.76	C	n/a	
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.11	C	3.55	D	3.67	D
Euclid Avenue	Ped	1.83	A	2.73	B	3.43	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.54	D	3.73	D	4.25	D
Los Robles Avenue	Ped	2.62	B	2.77	C	3.58	D

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	n/a	n/a			
	Bike	3.83	D	C		3
	Ped	3.58	D	C		3
	Overall		C	C	83%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	n/a	D	B	D	C	n/a	n/a
2	n/a	n/a	D	C	D	B	A	C
3	n/a	n/a	D	D	D	C	B	D
Facility	n/a	n/a			D			D

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Speed Calculation Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Auto Speed Calculation (N/A)

Segment & Downstream Signal	Ajd Free Speed (mph)	Segment Length (feet)	Control Delay (secs)	Running Time (secs)	Calib Adjmnt (mph)	Calming Reduction (mph)	Average Speed (mph)	HCM 2010 LOS

Transit Speed Calculation (N/A)

Segment	Segment Length (feet)	Bus Stops (#)	Running Speed (mph)	Stop Delay (sec)	Running Time (sec)	Delay at Intersectn (sec)	Travel Speed (mph)	HCM 2010 LOS

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Pedestrian & Bicycle LOS Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Pedestrian LOS Calculation

Segment & Downstream Signal	Cross Street Xing Score	Cross Street Xing LOS	Segment Xing Score	Segment Xing LOS	Link LOS Score	Link LOS	RCDF	Segment LOS Score	HCM 2010 Segment LOS
Segment #1	n/a	n/a	2.30	B	2.76	C	n/a	n/a	n/a
Segment #2	1.83	A	2.27	B	2.73	B	1.19	3.43	C
Segment #3	2.62	B	2.38	B	2.77	C	1.17	3.58	D

Bicycle LOS Calculation

Segment & Downstream Signal	Mid-Seg Traffic Speed (mph)	Bicycle Travel Speed (mph)	Intersectn LOS Score	Intersectn LOS	Link LOS Score	Link LOS	Segment LOS Score	HCM 2010 Segment LOS
Segment #1	21.8	8.8	2.32	B	4.00	D	3.60	D
Segment #2	19.8	7.9	3.11	C	3.55	D	3.67	D
Segment #3	20.2	8.1	3.54	D	3.73	D	4.25	D
Average		8.3					3.83	D

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Layout Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/in	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Marengo Avenue	66		Signal	5	25	307	0	0
Seg #1	0	522	Signal	0	0	0	0	0
Garfield Avenue								
Seg #2	50	411	Signal	2	25	71	0	0
Euclid Avenue								
Seg #3	59	440	Signal	4	30	452	0	0
Los Robles Avenue								

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Traffic Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Marengo Avenue	Garfield Avenue	30	1	0	Yes	4	0	0
2	Garfield Avenue	Euclid Avenue	30	1	0	Yes	4	0	0
3	Euclid Avenue	Los Robles Avenue	30	1	0	Yes	3	1	0

Traffic Counts D= 100 K= 9.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1703	2	0	11	1800	0.92	1647	3024
2	0	0	0	1758	2	21	9	1800	0.92	1739	3024
3	0	0	0	1799	2	0	32	1800	0.92	1330	2268

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

—||—

Transit Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Marengo Avenue	Garfield Avenue	0	No	0	0	0	0
2	Garfield Avenue	Euclid Avenue	0	No	0	0	0	0
3	Euclid Avenue	Los Robles Avenue	0	No	0	0	0	0

Transit Level of Service Calculation (N/A)

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceived Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS

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Transit Data Report - continued

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Marengo Avenue	Garfield Avenue					
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Euclid Avenue					
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Los Robles Avenue					

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Cross Section Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013


Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Marengo Avenue	Garfield Avenue	0	No	0	No	Yes	3	No
2	Garfield Avenue	Euclid Avenue	0	No	0	No	Yes	3	No
3	Euclid Avenue	Los Robles Avenue	0	No	0	No	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	54	0	0	2	0
2	[1]	[2]	0	0	0	0	52	0	0	2	0
3	[1]	[2]	0	0	0	0	2	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Seg	Side walk	Buffer	Shldr Prkq	Bike Lane	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Median	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Bike Lane	Shldr Prkq	Buffer	Side walk
1	18	0	0	0	12	11	11	14	0	0	0	0	0	0	8	0	10
2	18	0	0	0	12	11	11	22	0	0	0	0	0	0	0	0	10
3	12	0	0	0	12	11	11	16	0	0	0	0	0	0	8	0	12

Results Summary

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Marengo Avenue	Transit	n/a	n/a	2.78	C	2.78	C
to	Bike	1.56	A	3.98	D	3.54	D
Garfield Avenue	Ped	n/a		1.89	A	n/a	
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	3.05	C	3.05	C
to	Bike	0.69	A	1.45	A	3.10	C
Euclid Avenue	Ped	2.12	B	2.21	B	3.33	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	0.90	A	0.90	A
to	Bike	2.43	B	3.45	C	3.53	D
Los Robles Avenue	Ped	2.91	C	1.85	A	3.40	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	2.26	B	C	100%	3
	Bike	3.40	C	C	100%	3
	Ped	3.40	C	C	100%	3
	Overall		C	C	100%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	C	D	A	D	A	n/a	n/a
2	n/a	C	A	A	C	B	B	C
3	n/a	A	C	B	D	A	C	C
Facility	n/a	B			C			C

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Layout Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Marengo Avenue	86		Signal	6	25	294	0	0
Seg #1	0	522	Signal	0	0	0	0	0
Garfield Avenue								
Seg #2	56	411	Signal	3	25	42	0	0
Euclid Avenue								
Seg #3	60	440	Signal	6	30	353	0	0
Los Robles Avenue								

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Traffic Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Marengo Avenue	Garfield Avenue	25	0	0	Yes	2	0	0
2	Garfield Avenue	Euclid Avenue	25	0	0	Yes	2	0	0
3	Euclid Avenue	Los Robles Avenue	25	0	0	Yes	2	0	0

Traffic Counts D= 45 K= 5 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1467	2	0	5	1800	0.92	746	1512
2	0	0	0	1466	2	70	16	1800	0.92	640	1512
3	0	0	0	1509	2	111	25	1800	0.92	539	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

—||—

Transit Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Marengo Avenue	Garfield Avenue	1	No	32	0	0	0
2	Garfield Avenue	Euclid Avenue	1	No	32	0	100	100
3	Euclid Avenue	Los Robles Avenue	0	No	0	0	0	0

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.6937	0.6325	2.3364	1.89	2.78	C
2	Yes	No	No RTs	Typical	3.6937	0.5932	2.1913	2.21	3.05	C
3	No	No	No RTs	Typical	3.6937	0.9702	3.5835	1.85	0.90	A
Avg									2.26	B

—||—

Transit Data Report - continued

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Marengo Avenue	Garfield Avenue	MTA 180	2	80	75	11
		MAT 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Euclid Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Los Robles Avenue	MTA 180	2	80	75	0
		MTA 181	2	80	75	0
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

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Cross Section Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

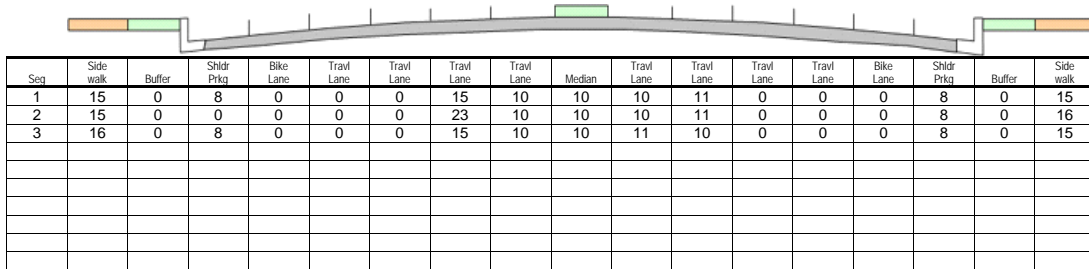
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Marengo Avenue	Garfield Avenue	0	No	52	Yes	Yes	3	No
2	Garfield Avenue	Euclid Avenue	0	No	0	No	Yes	3	No
3	Euclid Avenue	Los Robles Avenue	0	No	43	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	86	0	0	2	0
2	[1]	[2]	0	0	0	0	72	0	0	2	0
3	[1]	[2]	0	0	0	0	70	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Los Robles Avenue	Transit	n/a	n/a	2.96	C	2.96	C
to	Bike	3.41	C	3.69	D	3.77	D
Euclid Avenue	Ped	2.12	B	2.38	B	3.39	C
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	3.03	C	3.03	C
to	Bike	3.33	C	3.82	D	3.77	D
Garfield Avenue	Ped	2.07	B	1.94	A	3.21	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	2.77	C	2.77	C
to	Bike	3.32	C	3.76	D	3.76	D
Marengo Avenue	Ped	2.61	B	2.24	B	3.44	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	2.91	C	C	100%	3
	Bike	3.76	D	C	67%	3
	Ped	3.36	C	C	100%	3
	Overall		D	C	75%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	C	D	C	D	B	B	C
2	n/a	C	D	C	D	A	B	C
3	n/a	C	D	C	D	B	B	C
Facility	n/a	C			D			C

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Layout Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Los Robles Avenue	70		Signal	6	30	332	0	0
Seg #1	44	453	Signal	3	25	48	0	0
Euclid Avenue								
Seg #2	58	395	Signal	3	25	13	0	0
Garfield Avenue								
Seg #3	59	526	Signal	5	25	385	0	0
Marengo Avenue								

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Traffic Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Los Robles Avenue	Euclid Avenue	25	0	0	Yes	2	0	0
2	Euclid Avenue	Garfield Avenue	25	0	0	No	2	0	0
3	Garfield Avenue	Marengo Avenue	25	0	0	Yes	2	0	0

Traffic Counts D= 55 K= 5 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1477	2	73	13	1800	0.92	786	1512
2	0	0	0	1456	2	57	4	1800	0.92	777	1512
3	0	0	0	1360	2	32	25	1800	0.92	582	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Los Robles Avenue	Euclid Avenue	1	No	32	0	0	100
2	Euclid Avenue	Garfield Avenue	1	No	32	0	100	100
3	Garfield Avenue	Marengo Avenue	1	No	32	0	100	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.7233	0.6081	2.2643	2.36	2.96	C
2	Yes	No	No RTs	Typical	3.7233	0.5845	2.1763	1.94	3.03	C
3	Yes	No	No RTs	Typical	3.7233	0.6382	2.3763	2.24	2.77	C
Avg									2.91	C

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Transit Data Report - continued

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Los Robles Avenue	Euclid Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	4	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Garfield Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	4	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Marengo Avenue	MTA 180	2	80	75	0
		MTA 181	2	80	75	0
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	4	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

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Cross Section Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

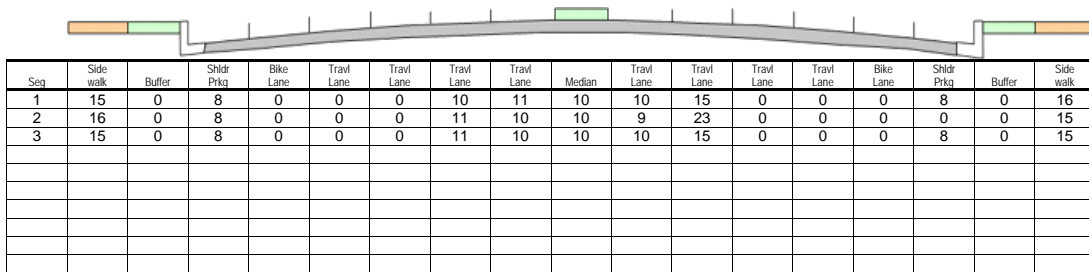
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Los Robles Avenue	Euclid Avenue	0	No	21	Yes	Yes	3	No
2	Euclid Avenue	Garfield Avenue	0	No	49	Yes	Yes	3	No
3	Garfield Avenue	Marengo Avenue	0	No	23	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	21	0	0	2	0
2	[1]	[2]	0	0	0	0	48	0	0	2	0
3	[1]	[2]	0	0	0	0	67	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Marengo Avenue	Transit	n/a	n/a	2.84	C	2.84	C
to	Bike	1.84	A	4.14	D	3.58	D
Garfield Avenue	Ped	n/a		2.27	B	n/a	
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	3.12	C	3.12	C
to	Bike	1.06	A	1.68	A	3.15	C
Euclid Avenue	Ped	2.49	B	2.73	B	3.55	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	1.04	A	1.04	A
to	Bike	2.97	C	3.69	D	3.65	D
Los Robles Avenue	Ped	2.98	C	2.58	B	3.59	D

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
Facility	Auto	n/a	n/a			
	Transit	2.35	B	C		3
	Bike	3.48	C	C		3
	Ped	3.59	D	C		3
	Overall		C	C	83%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	C	D	A	D	B	n/a	n/a
2	n/a	C	A	A	C	B	B	D
3	n/a	A	D	C	D	B	C	D
Facility	n/a	B			C			D

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Layout Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Marengo Avenue	86		Signal	6	25	333	0	0
Seg #1	0	522	Signal	0	0	0	0	0
Garfield Avenue								
Seg #2	56	411	Signal	3	25	256	0	0
Euclid Avenue								
Seg #3	60	440	Signal	6	30	443	0	0
Los Robles Avenue								

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Traffic Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Marengo Avenue	Garfield Avenue	25	0	0	Yes	2	0	0
2	Garfield Avenue	Euclid Avenue	25	0	0	Yes	2	0	0
3	Euclid Avenue	Los Robles Avenue	25	0	0	Yes	2	0	0

Traffic Counts D= 47 K= 7.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	2237	2	0	3	1800	0.92	1091	1512
2	0	0	0	2363	2	192	15	1800	0.92	1037	1512
3	0	0	0	2627	2	116	24	1800	0.92	1044	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Marengo Avenue	Garfield Avenue	1	No	32	0	0	0
2	Garfield Avenue	Euclid Avenue	1	No	32	0	100	100
3	Euclid Avenue	Los Robles Avenue	0	No	0	0	0	0

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.6937	0.6325	2.3364	2.27	2.84	C
2	Yes	No	No RTs	Typical	3.6937	0.5932	2.1913	2.73	3.12	C
3	No	No	No RTs	Typical	3.6937	0.9647	3.5634	2.58	1.04	A
Avg									2.35	B

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Transit Data Report - continued

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Marengo Avenue	Garfield Avenue	MTA 180	2	80	75	11
		MAT 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Euclid Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Los Robles Avenue	MTA 180	2	80	75	0
		MTA 181	2	80	75	0
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

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Cross Section Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

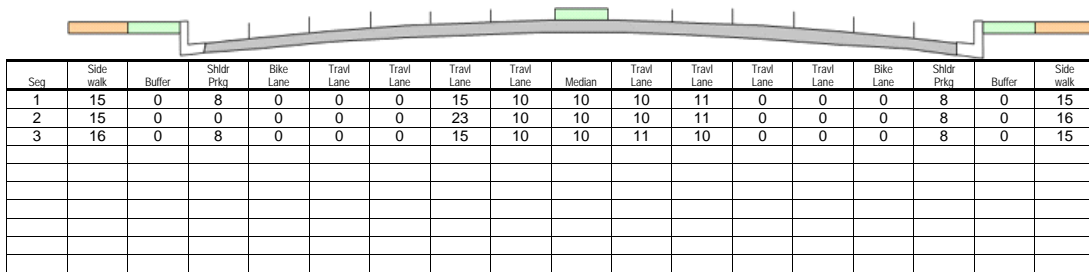
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Marengo Avenue	Garfield Avenue	0	No	52	Yes	Yes	3	No
2	Garfield Avenue	Euclid Avenue	0	No	0	No	Yes	3	No
3	Euclid Avenue	Los Robles Avenue	0	No	43	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	86	0	0	2	0
2	[1]	[2]	0	0	0	0	72	0	0	2	0
3	[1]	[2]	0	0	0	0	70	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Los Robles Avenue	Transit	n/a	n/a	3.03	C	3.03	C
to	Bike	3.83	D	3.86	D	3.97	D
Euclid Avenue	Ped	2.12	B	2.96	C	3.54	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	3.09	C	3.09	C
to	Bike	3.72	D	4.06	D	3.95	D
Garfield Avenue	Ped	2.09	B	2.47	B	3.41	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	2.86	C	2.86	C
to	Bike	3.84	D	4.02	D	4.01	D
Marengo Avenue	Ped	2.68	B	2.95	C	3.63	D

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	2.99	C	C	100%	3
	Bike	3.98	D	C	67%	3
	Ped	3.54	D	C	67%	3
	Overall					

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	C	D	D	D	C	B	D
2	n/a	C	D	D	D	B	B	C
3	n/a	C	D	D	D	C	B	D
Facility	n/a	C			D			D

—||—

Layout Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Los Robles Avenue	70		Signal	6	30	331	0	0
Seg #1	44	453	Signal	3	25	130	0	0
Euclid Avenue								
Seg #2	58	395	Signal	3	25	48	0	0
Garfield Avenue								
Seg #3	59	526	Signal	5	25	405	0	0
Marengo Avenue								

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Traffic Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Los Robles Avenue	Euclid Avenue	25	0	0	Yes	2	0	0
2	Euclid Avenue	Garfield Avenue	25	0	0	No	2	0	0
3	Garfield Avenue	Marengo Avenue	25	0	0	Yes	2	0	0

Traffic Counts D= 53 K= 7.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	2531	2	37	18	1800	0.92	1162	1512
2	0	0	0	2280	2	48	3	1800	0.92	1243	1512
3	0	0	0	2421	2	47	21	1800	0.92	1116	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Los Robles Avenue	Euclid Avenue	1	No	32	0	0	100
2	Euclid Avenue	Garfield Avenue	1	No	32	0	100	100
3	Garfield Avenue	Marengo Avenue	1	No	32	0	100	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.736	0.6085	2.2732	2.96	3.03	C
2	Yes	No	No RTs	Typical	3.736	0.5848	2.1847	2.47	3.09	C
3	Yes	No	No RTs	Typical	3.736	0.6387	2.3861	2.95	2.86	C
Avg									2.99	C

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Transit Data Report - continued

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Los Robles Avenue	Euclid Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Garfield Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Marengo Avenue	MTA 180	2	80	75	0
		MTA 181	2	80	75	0
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

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Cross Section Data Report

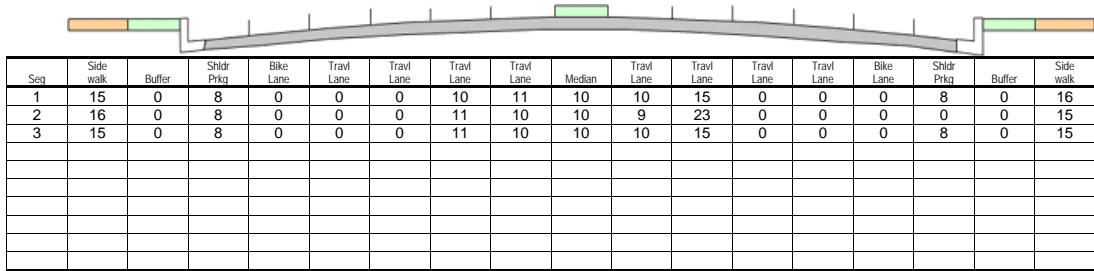
Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Los Robles Avenue	Euclid Avenue	0	No	21	Yes	Yes	3	No
2	Euclid Avenue	Garfield Avenue	0	No	49	Yes	Yes	3	No
3	Garfield Avenue	Marengo Avenue	0	No	23	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	21	0	0	2	0
2	[1]	[2]	0	0	0	0	48	0	0	2	0
3	[1]	[2]	0	0	0	0	67	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.
 [2] Only needed if bike speed and delay are to be calculated.



**MMLOS Worksheets – Cumulative (2016) plus Project Conditions
(with Macy’s Trip Credits)**

Results Summary

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Union Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.09	C	3.28	C	4.15	D
Colorado Boulevard	Ped	2.75	C	2.49	B	3.53	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.88	C	3.27	C	3.95	D
Green Street	Ped	2.54	B	2.10	B	3.40	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.23	C	4.42	E	4.06	D
Cordova Street	Ped	2.55	B	1.95	A	3.34	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
Transit	n/a	n/a				
Bike	4.05	D	C	67%	3	
Ped	3.40	C	C	100%	3	
Overall						

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	n/a	C	C	D	B	C	D
2	n/a	n/a	C	C	D	B	B	C
3	n/a	n/a	E	C	D	A	B	C
Facility	n/a	n/a			D			C

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Layout Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Union Street	48		Signal	3	25	0	0	0
Seg #1	70	345	Signal	6	25	294	0	0
Colorado Boulevard								
Seg #2	56	481	Signal	5	30	274	0	0
Green Street								
Seg #3	60	817	Signal	5	35	94	0	0
Cordova Street								

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Traffic Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Union Street	Colorado Boulevard	25	0	0	Yes	2	1	1
2	Colorado Boulevard	Green Street	25	3	100	Yes	2	1	0
3	Green Street	Cordova Street	25	2	0	Yes	2	1	1

Traffic Counts D= 50 K= 7.1 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1412	2	65	17	1800	0.92	679	1512
2	0	0	0	1409	2	0	37	1800	0.92	516	1512
3	0	0	0	1374	2	51	25	1800	0.92	488	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Union Street	Colorado Boulevard	0	No	0	0	0	0
2	Colorado Boulevard	Green Street	0	No	0	0	0	0
3	Green Street	Cordova Street	0	No	0	0	0	0

Transit Level of Service Calculation (N/A)

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS

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Transit Data Report - continued

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Union Street	Colorado Boulevard					
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Green Street					
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Cordova Street					

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Cross Section Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

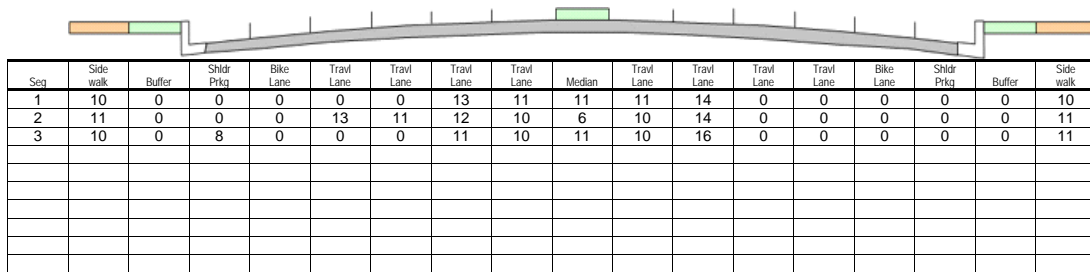
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Union Street	Colorado Boulevard	0	No	0	No	Yes	3	No
2	Colorado Boulevard	Green Street	0	No	0	No	Yes	3	No
3	Green Street	Cordova Street	0	No	48	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	0	0	2	2	0
2	[1]	[2]	0	0	0	0	0	0	0	2	0
3	[1]	[2]	0	0	0	0	0	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Cordova Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.03	B	3.53	D	3.72	D
Green Street	Ped	2.70	B	2.55	B	3.54	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.29	C	3.29	C
to	Bike	2.76	C	3.32	C	3.56	D
Colorado Boulevard	Ped	2.78	C	2.37	B	3.51	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.38	C	3.38	C
to	Bike	2.33	B	3.14	C	3.96	D
Union Street	Ped	2.10	B	2.46	B	3.41	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.38	C	C	100%	3
	Bike	3.73	D	C	67%	3
	Ped	3.50	D	C	67%	3
	Overall					

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	n/a	D	B	D	B	B	D
2	n/a	C	C	C	D	B	C	D
3	n/a	C	C	B	D	B	B	C
Facility	n/a	C			D			D

—||—

Layout Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Cordova Street	70		Signal	5	35	302	0	0
Seg #1	46	833	Signal	4	30	0	0	0
Green Street								
Seg #2	70	467	Signal	6	25	300	0	0
Colorado Boulevard								
Seg #3	35	376	Signal	3	25	191	0	0
Union Street								

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Traffic Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Cordova Street	Green Street	25	2	0	Yes	2	1	1
2	Green Street	Colorado Boulevard	25	3	100	Yes	2	0	1
3	Colorado Boulevard	Union Street	25	0	0	Yes	2	1	1

Traffic Counts D= 50 K= 7.1 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1255	2	139	18	1800	0.92	617	1512
2	0	0	0	1415	2	72	15	1800	0.92	579	1512
3	0	0	0	1485	2	0	10	1800	0.92	724	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Cordova Street	Green Street	0	No	0	0	0	0
2	Green Street	Colorado Boulevard	0	No	0	0	0	0
3	Colorado Boulevard	Union Street	0	No	0	0	0	0

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2	Yes	No	No RTs	Typical	2.4805	0.8241	2.0441	2.37	3.29	C
3	Yes	No	No RTs	Typical	2.4805	0.8046	1.9958	2.46	3.38	C

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Transit Data Report - continued

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Cordova Street	Green Street					
		ARTS 40	3	80	75	11

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Colorado Boulevard					
		ARTS 40	3	80	75	0

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Cross Section Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

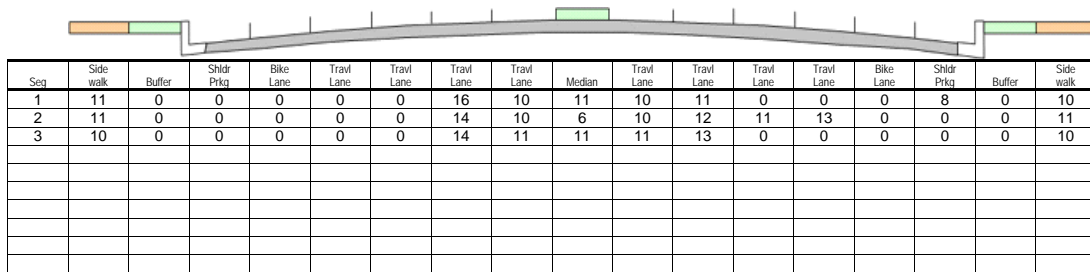
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Cordova Street	Green Street	0	No	0	No	Yes	3	No
2	Green Street	Colorado Boulevard	0	No	0	No	Yes	3	No
3	Colorado Boulevard	Union Street	0	No	0	No	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	0	25	0	2	0
2	[1]	[2]	0	0	0	0	45	10	0	2	0
3	[1]	[2]	0	0	0	0	96	0	0	1	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Union Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.20	C	3.36	C	4.19	D
Colorado Boulevard	Ped	2.91	C	2.64	B	3.60	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.95	C	3.31	C	3.97	D
Green Street	Ped	2.64	B	2.15	B	3.43	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.49	C	4.60	E	4.17	D
Cordova Street	Ped	2.62	B	2.29	B	3.46	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
Transit	n/a	n/a				
Bike	4.12	D	C	67%	3	
Ped	3.48	C	C	100%	3	
Overall						

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	n/a	C	C	D	B	C	D
2	n/a	n/a	C	C	D	B	B	C
3	n/a	n/a	E	C	D	B	B	C
Facility	n/a	n/a			D			C

—||—

Layout Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Union Street	48		Signal	3	25	0	0	0
Seg #1	70	345	Signal	6	25	479	0	0
Colorado Boulevard								
Seg #2	56	481	Signal	5	30	376	0	0
Green Street								
Seg #3	60	817	Signal	5	35	113	0	0
Cordova Street								

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Traffic Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Union Street	Colorado Boulevard	25	0	0	Yes	2	1	1
2	Colorado Boulevard	Green Street	25	3	100	Yes	2	1	0
3	Green Street	Cordova Street	25	2	0	Yes	2	1	1

Traffic Counts D= 52 K= 8.5 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1693	2	86	26	1800	0.92	705	1512
2	0	0	0	1570	2	0	22	1800	0.92	704	1512
3	0	0	0	1613	2	30	28	1800	0.92	693	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

—||—

Transit Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Union Street	Colorado Boulevard	0	No	0	0	0	0
2	Colorado Boulevard	Green Street	0	No	0	0	0	0
3	Green Street	Cordova Street	0	No	0	0	0	0

Transit Level of Service Calculation (N/A)

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceived Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS

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Transit Data Report - continued

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Union Street	Colorado Boulevard					
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Green Street					
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Cordova Street					

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Cross Section Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

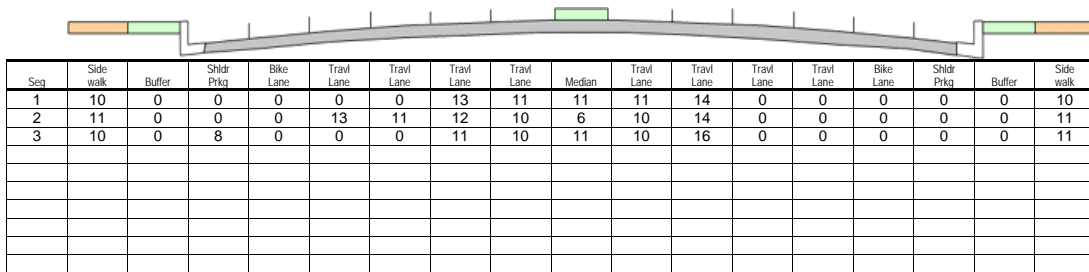
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Union Street	Colorado Boulevard	0	No	0	No	Yes	3	No
2	Colorado Boulevard	Green Street	0	No	0	No	Yes	3	No
3	Green Street	Cordova Street	0	No	48	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	0	0	2	2	0
2	[1]	[2]	0	0	0	0	0	0	0	2	0
3	[1]	[2]	0	0	0	0	0	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Cordova Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.13	B	3.60	D	3.74	D
Green Street	Ped	2.70	B	2.68	B	3.57	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.32	C	3.32	C
to	Bike	2.88	C	3.40	C	3.59	D
Colorado Boulevard	Ped	3.14	C	2.53	B	3.61	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.38	C	3.38	C
to	Bike	2.34	B	3.15	C	3.96	D
Union Street	Ped	2.33	B	2.48	B	3.46	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.38	C	C	100%	3
	Bike	3.75	D	C	67%	3
	Ped	3.55	D	C	67%	3
	Overall					

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	n/a	D	B	D	B	B	D
2	n/a	C	C	C	D	B	C	D
3	n/a	C	C	B	D	B	B	C
Facility	n/a	C			D			D

==

Layout Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/in	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Cordova Street	70		Signal	5	35	443	0	0
Seg #1	46	833	Signal	4	30	0	0	0
Green Street								
Seg #2	70	467	Signal	6	25	559	0	0
Colorado Boulevard								
Seg #3	35	376	Signal	3	25	473	0	0
Union Street								

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Traffic Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Cordova Street	Green Street	25	2	0	Yes	2	1	1
2	Green Street	Colorado Boulevard	25	3	100	Yes	2	0	1
3	Colorado Boulevard	Union Street	25	0	0	Yes	2	1	1

Traffic Counts D= 48 K= 8.5 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1685	2	93	31	1800	0.92	605	1512
2	0	0	0	1592	2	212	20	1800	0.92	656	1512
3	0	0	0	1533	2	0	6	1800	0.92	770	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7		4	0

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Transit Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Cordova Street	Green Street	0	No	0	0	0	0
2	Green Street	Colorado Boulevard	0	No	0	0	0	0
3	Colorado Boulevard	Union Street	0	No	0	0	0	0

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2	Yes	No	No RTs	Typical	2.4805	0.8235	2.0427	2.53	3.32	C
3	Yes	No	No RTs	Typical	2.4805	0.8045	1.9955	2.48	3.38	C

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Transit Data Report - continued

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Cordova Street	Green Street					
		ARTS 40	3	80	75	11

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Colorado Boulevard					
		ARTS 40	3	80	75	0

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Cross Section Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

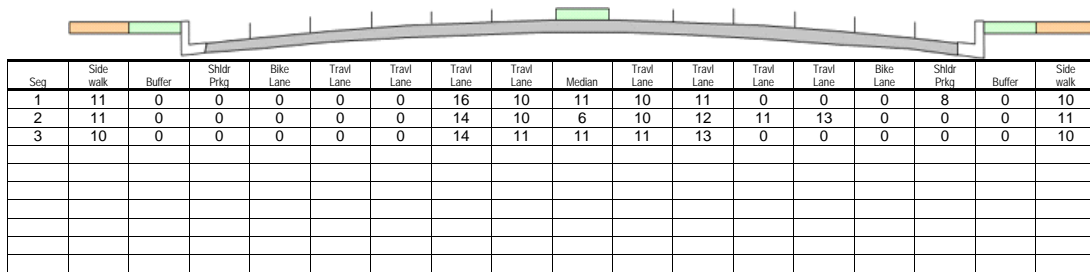
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Cordova Street	Green Street	0	No	0	No	Yes	3	No
2	Green Street	Colorado Boulevard	0	No	0	No	Yes	3	No
3	Colorado Boulevard	Union Street	0	No	0	No	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	0	25	0	2	0
2	[1]	[2]	0	0	0	0	45	10	0	2	0
3	[1]	[2]	0	0	0	0	96	0	0	1	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Union Street	Transit	n/a	n/a	3.46	C	3.46	C
to	Bike	3.17	C	3.84	D	3.73	D
Colorado Boulevard	Ped	2.96	C	2.73	B	3.63	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.79	D	3.79	D
to	Bike	3.08	C	3.83	D	3.70	D
Green Street	Ped	2.70	B	2.60	B	3.55	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.41	C	3.41	C
to	Bike	3.09	C	3.86	D	3.92	D
Cordova Street	Ped	2.64	B	2.32	B	3.47	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.52	D	C	67%	3
	Bike	3.81	D	C	67%	3
	Ped	3.53	D	C	67%	3
	Overall		D	C	67%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	C	D	C	D	B	C	D
2	n/a	D	D	C	D	B	B	D
3	n/a	C	D	C	D	B	B	C
Facility	n/a	D			D			D

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Layout Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Union Street	73		Signal	3	25	0	0	0
Seg #1	69	503	Signal	6	25	274	0	0
Colorado Boulevard								
Seg #2	56	482	Signal	6	30	353	0	0
Green Street								
Seg #3	61	879	Signal	5	35	120	0	0
Cordova Street								

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Traffic Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Union Street	Colorado Boulevard	30	2	0	Yes	2	0	0
2	Colorado Boulevard	Green Street	30	2	0	Yes	2	0	1
3	Green Street	Cordova Street	30	0	0	Yes	2	1	1

Traffic Counts D= 45 K= 7.3 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1703	2	180	30	1800	0.92	654	1512
2	0	0	0	1587	2	19	21	1800	0.92	637	1512
3	0	0	0	1461	2	69	38	1800	0.92	450	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	III	4	0
2	100	42	7	7	III	4	0
3	100	42	7	7	III	4	0

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Transit Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Union Street	Colorado Boulevard	1	No	32	0	0	100
2	Colorado Boulevard	Green Street	1	No	32	0	100	100
3	Green Street	Cordova Street	1	No	32	0	0	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.1498	0.6240	1.9656	2.73	3.46	C
2	Yes	No	No RTs	Typical	2.7951	0.6209	1.7355	2.60	3.79	D
3	Yes	No	No RTs	Typical	2.7951	0.7004	1.9577	2.32	3.41	C
Avg									3.52	D

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Transit Data Report - continued

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Union Street	Colorado Boulevard	MTA 267	2	80	75	0
		MTA 687	2	80	75	0
		LADTO	2	80	75	0
		CE 549				
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Green Street	MTA 267	2	80	75	0
		LADOT	2	80	75	0
		CE 549				
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Cordova Street	MTA 267	2	80	75	0
		LADOT	2	80	75	0
		CE 549				

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Cross Section Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013


Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Union Street	Colorado Boulevard	0	No	0	No	Yes	3	No
2	Colorado Boulevard	Green Street	0	No	0	No	Yes	3	No
3	Green Street	Cordova Street	0	No	22	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	35	0	0	2	0
2	[1]	[2]	0	0	0	0	0	0	0	2	0
3	[1]	[2]	0	0	0	0	18	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Seq	Side walk	Buffer	Shldr Prkq	Bike Lane	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Median	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Bike Lane	Shldr Prkq	Buffer	Side walk
1	10	0	0	0	0	0	13	10	10	10	10	0	0	0	8	0	10
2	12	0	0	0	0	0	12	10	10	10	18	0	0	0	0	0	10
3	12	0	8	0	0	0	12	11	0	10	24	0	0	0	0	0	10

Results Summary

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Cordova Street	Transit	n/a	n/a	3.43	C	3.43	C
to	Bike	0.39	A	2.03	B	3.40	C
Green Street	Ped	2.62	B	2.47	B	3.50	C
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.81	D	3.81	D
to	Bike	2.12	B	2.90	C	3.80	D
Colorado Boulevard	Ped	2.99	C	2.55	B	3.59	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.33	C	3.33	C
to	Bike	3.49	C	4.33	E	3.90	D
Union Street	Ped	2.48	B	2.10	B	3.38	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
Facility	Auto	n/a	n/a			
	Transit	3.49	C	C	100%	3
	Bike	3.64	D	C	67%	3
	Ped	3.49	C	C	100%	3
	Overall		D	C	75%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	C	B	A	C	B	B	D
2	n/a	D	C	B	D	B	C	D
3	n/a	C	E	C	D	B	B	C
Facility	n/a	C			D			C

—||—

Layout Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Cordova Street	67		Signal	5	35	292	0	0
Seg #1	48	894	Signal	3	30	0	0	0
Green Street								
Seg #2	71	463	Signal	6	25	323	0	0
Colorado Boulevard								
Seg #3	54	513	Signal	5	25	215	0	0
Union Street								

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Traffic Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Cordova Street	Green Street	30	0	0	Yes	2	1	1
2	Green Street	Colorado Boulevard	30	2	0	Yes	2	1	0
3	Colorado Boulevard	Union Street	30	2	0	Yes	2	0	0

Traffic Counts D= 55 K= 7.3 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1409	2	158	12	1800	0.92	718	1512
2	0	0	0	1583	2	204	24	1800	0.92	701	1512
3	0	0	0	1594	2	27	20	1800	0.92	652	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	III	4	0
2	100	42	7	7	III	4	0
3	100	42	7	7	III	4	0

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Transit Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Cordova Street	Green Street	1	No	32	0	0	100
2	Green Street	Colorado Boulevard	1	No	32	0	100	100
3	Colorado Boulevard	Union Street	1	No	32	0	100	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	2.7951	0.7024	1.9634	2.47	3.43	C
2	Yes	No	No RTs	Typical	2.7951	0.6137	1.7154	2.55	3.81	D
3	Yes	No	No RTs	Typical	3.1498	0.6316	1.9893	2.10	3.33	C
Avg									3.49	C

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Transit Data Report - continued

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Cordova Street	Green Street	MTA 267	2	80	75	0
		LADOT CE 549	2	80	75	0
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Colorado Boulevard	MTA 267	2	80	75	0
		LADOT CE 549	2	80	75	0
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Union Street	MTA 267	2	80	75	0
		MTA 687	2	80	75	0
		LADOT CE 549	2	80	75	0

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Cross Section Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

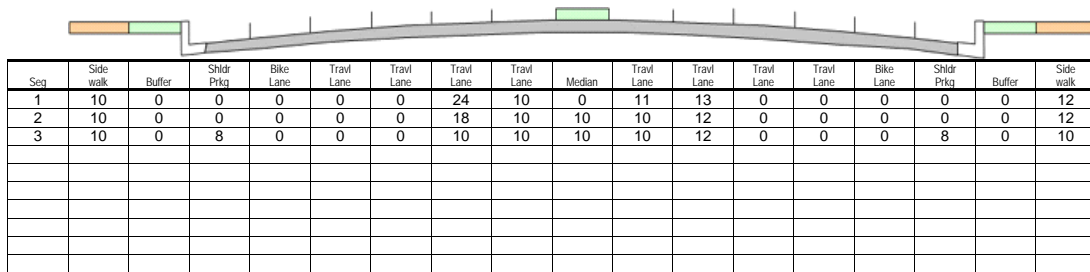
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Cordova Street	Green Street	0	No	0	No	Yes	3	No
2	Green Street	Colorado Boulevard	0	No	0	No	Yes	3	No
3	Colorado Boulevard	Union Street	0	No	43	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	19	0	0	2	0
2	[1]	[2]	0	0	0	0	47	0	0	2	0
3	[1]	[2]	0	0	0	0	65	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Union Street	Transit	n/a	n/a	3.47	C	3.47	C
to	Bike	3.22	C	3.86	D	3.74	D
Colorado Boulevard	Ped	3.27	C	2.79	C	3.69	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.80	D	3.80	D
to	Bike	3.15	C	3.88	D	3.73	D
Green Street	Ped	2.83	C	2.70	B	3.60	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.45	C	3.45	C
to	Bike	3.31	C	4.00	D	4.00	D
Cordova Street	Ped	2.64	B	2.61	B	3.54	D

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.55	D	C	67%	3
	Bike	3.86	D	C	67%	3
	Ped	3.60	D	C	67%	3
	Overall		D	C	67%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	C	D	C	D	C	C	D
2	n/a	D	D	C	D	B	C	D
3	n/a	C	D	C	D	B	B	D
Facility	n/a	D			D			D

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Layout Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Union Street	73		Signal	3	25	0	0	0
Seg #1	69	503	Signal	6	25	514	0	0
Colorado Boulevard								
Seg #2	56	482	Signal	6	30	451	0	0
Green Street								
Seg #3	61	879	Signal	5	35	181	0	0
Cordova Street								

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Traffic Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Union Street	Colorado Boulevard	30	2	0	Yes	2	0	0
2	Colorado Boulevard	Green Street	30	2	0	Yes	2	0	1
3	Green Street	Cordova Street	30	0	0	Yes	2	1	1

Traffic Counts D= 45 K= 8.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1983	2	281	34	1800	0.92	651	760
2	0	0	0	1862	2	45	12	1800	0.92	783	1148
3	0	0	0	1667	2	18	32	1800	0.92	674	1055

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	21.1	7	7	III	4	0
2	100	31.9	7	7	III	4	0
3	100	29.3	7	7	III	4	0

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Transit Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Union Street	Colorado Boulevard	1	No	32	0	0	100
2	Colorado Boulevard	Green Street	1	No	32	0	100	100
3	Green Street	Cordova Street	1	No	32	0	0	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.1498	0.6240	1.9656	2.79	3.47	C
2	Yes	No	No RTs	Typical	2.7951	0.6209	1.7355	2.70	3.80	D
3	Yes	No	No RTs	Typical	2.7951	0.7004	1.9577	2.61	3.45	C
Avg									3.55	D

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Transit Data Report - continued

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Union Street	Colorado Boulevard	MTA 267	2	80	75	0
		MTA 687	2	80	75	0
		LADTO	2	80	75	0
		CE 549				
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Green Street	MTA 267	2	80	75	0
		LADOT	2	80	75	0
		CE 549				
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Cordova Street	MTA 267	2	80	75	0
		LADOT	2	80	75	0
		CE 549				

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Cross Section Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013


Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Union Street	Colorado Boulevard	0	No	0	No	Yes	3	No
2	Colorado Boulevard	Green Street	0	No	0	No	Yes	3	No
3	Green Street	Cordova Street	0	No	22	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	35	0	0	2	0
2	[1]	[2]	0	0	0	0	0	0	0	2	0
3	[1]	[2]	0	0	0	0	18	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Seq	Side walk	Buffer	Shldr Prkq	Bike Lane	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Median	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Bike Lane	Shldr Prkq	Buffer	Side walk
1	10	0	0	0	0	0	13	10	10	10	10	0	0	0	8	0	10
2	12	0	0	0	0	0	12	10	10	10	18	0	0	0	0	0	10
3	12	0	8	0	0	0	12	11	0	10	24	0	0	0	0	0	10

Results Summary

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Cordova Street	Transit	n/a	n/a	3.44	C	3.44	C
to	Bike	0.45	A	2.07	B	3.40	C
Green Street	Ped	2.59	B	2.54	B	3.52	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.85	D	3.85	D
to	Bike	2.30	B	2.96	C	3.83	D
Colorado Boulevard	Ped	3.15	C	2.79	C	3.67	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.41	C	3.41	C
to	Bike	3.86	D	4.53	E	4.10	D
Union Street	Ped	2.60	B	2.61	B	3.54	D

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Facility	Auto	Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Auto	n/a	n/a			
	Transit	3.53	D	C	67%	3
	Bike	3.70	D	C	67%	3
	Ped	3.56	D	C	67%	3
	Overall		D	C	67%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	C	B	A	C	B	B	D
2	n/a	D	C	B	D	C	C	D
3	n/a	C	E	D	D	B	B	D
Facility	n/a	D			D			D

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Speed Calculation Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
Cumulative (2016) Plus Project Conditions - PM Peak Hour

Auto Speed Calculation (N/A)

Table with 9 columns: Segment & Downstream Signal, Adj Free Speed (mph), Segment Length (feet), Control Delay (secs), Running Time (secs), Calib Adjmnt (mph), Calming Reduction (mph), Average Speed (mph), HCM 2010 LOS.

Transit Speed Calculation

Table with 9 columns: Segment, Segment Length (feet), Bus Stops (#), Running Speed (mph), Stop Delay (sec), Running Time (sec), Delay at Intersectn (sec), Travel Speed (mph), HCM 2010 LOS.

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Pedestrian & Bicycle LOS Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
Cumulative (2016) Plus Project Conditions - PM Peak Hour

Pedestrian LOS Calculation

Table with 10 columns: Segment & Downstream Signal, Cross Street Xing Score, Cross Street Xing LOS, Segment Xing Score, Segment Xing LOS, Link LOS Score, Link LOS, RCDF, Segment LOS Score, HCM 2010 Segment LOS.

Bicycle LOS Calculation

Table with 9 columns: Segment & Downstream Signal, Mid-Seg Traffic Speed (mph), Bicycle Travel Speed (mph), Intersectn LOS Score, Intersectn LOS, Link LOS Score, Link LOS, Segment LOS Score, HCM 2010 Segment LOS.

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Layout Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/in	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Cordova Street	67		Signal	5	35	418	0	0
Seg #1	48	894	Signal	3	30	0	0	0
Green Street								
Seg #2	71	463	Signal	6	25	537	0	0
Colorado Boulevard								
Seg #3	54	513	Signal	5	25	266	0	0
Union Street								

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Traffic Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Cordova Street	Green Street	30	0	0	Yes	2	1	1
2	Green Street	Colorado Boulevard	30	2	0	Yes	2	1	0
3	Colorado Boulevard	Union Street	30	2	0	Yes	2	0	0

Traffic Counts D= 55 K= 8.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1708	2	101	7	1800	0.92	820	1512
2	0	0	0	1879	2	219	26	1800	0.92	844	1512
3	0	0	0	1997	2	62	12	1800	0.92	1116	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	III	4	0
2	100	42	7	7	III	4	0
3	100	42	7	7	III	4	0

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Transit Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Cordova Street	Green Street	1	No	32	0	0	100
2	Green Street	Colorado Boulevard	1	No	32	0	100	100
3	Colorado Boulevard	Union Street	1	No	32	0	100	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	2.7951	0.7024	1.9634	2.54	3.44	C
2	Yes	No	No RTs	Typical	2.7951	0.6137	1.7154	2.79	3.85	D
3	Yes	No	No RTs	Typical	3.1498	0.6316	1.9893	2.61	3.41	C
Avg									3.53	D

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Transit Data Report - continued

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Cordova Street	Green Street	MTA 267	2	80	75	0
		LADOT CE 549	2	80	75	0
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Colorado Boulevard	MTA 267	2	80	75	0
		LADOT CE 549	2	80	75	0
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Union Street	MTA 267	2	80	75	0
		MTA 687	2	80	75	0
		LADOT CE 549	2	80	75	0

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Cross Section Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

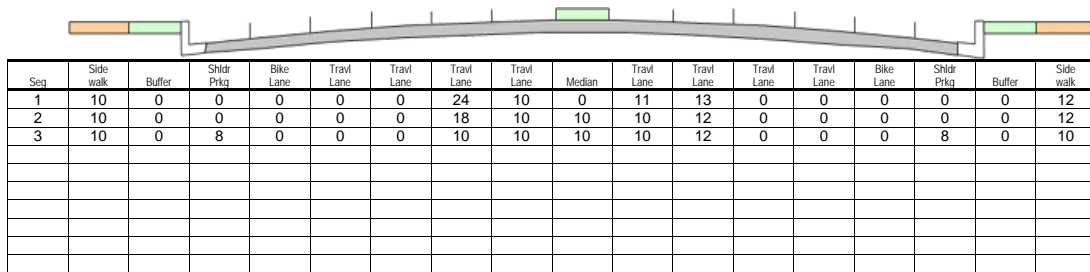
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Cordova Street	Green Street	0	No	0	No	Yes	3	No
2	Green Street	Colorado Boulevard	0	No	0	No	Yes	3	No
3	Colorado Boulevard	Union Street	0	No	43	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	19	0	0	2	0
2	[1]	[2]	0	0	0	0	47	0	0	2	0
3	[1]	[2]	0	0	0	0	65	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Marengo Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.16	B	3.89	D	3.57	D
Garfield Avenue	Ped	n/a		2.54	B	n/a	
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.87	C	3.41	C	3.59	D
Euclid Avenue	Ped	1.80	A	2.40	B	3.32	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.19	C	3.57	D	4.11	D
Los Robles Avenue	Ped	2.51	B	2.41	B	3.47	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
Facility	Auto	n/a	n/a			
	Transit	n/a	n/a			
	Bike	3.75	D	C		3
	Ped	3.47	C	C		3
	Overall		C	C	83%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	n/a	D	B	D	B	n/a	n/a
2	n/a	n/a	C	C	D	B	A	C
3	n/a	n/a	D	C	D	B	B	C
Facility	n/a	n/a			D			C

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Layout Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Marengo Avenue	66		Signal	5	25	315	0	0
Seg #1	0	522	Signal	0	0	0	0	0
Garfield Avenue								
Seg #2	50	411	Signal	2	25	49	0	0
Euclid Avenue								
Seg #3	59	440	Signal	4	30	416	0	0
Los Robles Avenue								

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Traffic Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Marengo Avenue	Garfield Avenue	30	1	0	No	4	0	0
2	Garfield Avenue	Euclid Avenue	30	1	0	Yes	4	0	0
3	Euclid Avenue	Los Robles Avenue	30	1	0	Yes	3	1	0

Traffic Counts D= 100 K= 5.1 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1344	2	0	13	1800	0.92	1271	3024
2	0	0	0	1223	2	15	7	1800	0.92	1236	3024
3	0	0	0	1211	2	0	21	1800	0.92	1040	2268

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Marengo Avenue	Garfield Avenue	0	No	0	0	0	0
2	Garfield Avenue	Euclid Avenue	0	No	0	0	0	0
3	Euclid Avenue	Los Robles Avenue	0	No	0	0	0	0

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS

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Transit Data Report - continued

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Marengo Avenue	Garfield Avenue					
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Euclid Avenue					
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Los Robles Avenue					

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Cross Section Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

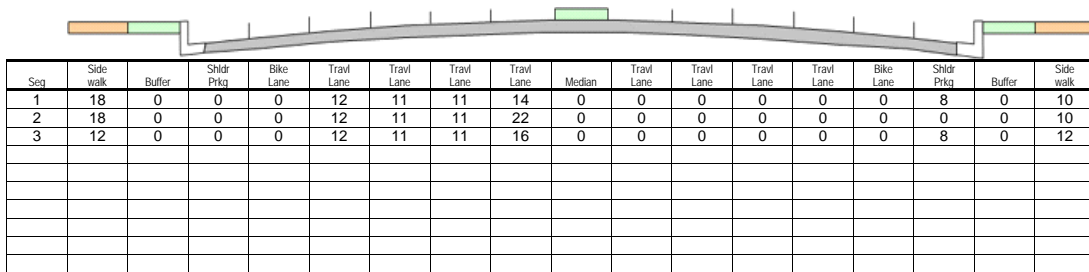
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Marengo Avenue	Garfield Avenue	0	No	0	No	Yes	3	No
2	Garfield Avenue	Euclid Avenue	0	No	0	No	Yes	3	No
3	Euclid Avenue	Los Robles Avenue	0	No	0	No	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	54	0	0	2	0
2	[1]	[2]	0	0	0	0	52	0	0	2	0
3	[1]	[2]	0	0	0	0	2	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Marengo Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.28	B	3.97	D	3.59	D
Garfield Avenue	Ped	n/a		2.71	B	n/a	
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.07	C	3.53	D	3.65	D
Euclid Avenue	Ped	1.83	A	2.67	B	3.42	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.47	C	3.70	D	4.22	D
Los Robles Avenue	Ped	2.59	B	2.70	B	3.56	D

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
Facility	Auto	n/a	n/a			
	Transit	n/a	n/a			
	Bike	3.81	D	C		3
	Ped	3.56	D	C		3
	Overall		C	C	83%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	n/a	D	B	D	B	n/a	n/a
2	n/a	n/a	D	C	D	B	A	C
3	n/a	n/a	D	C	D	B	B	D
Facility	n/a	n/a			D			D

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Layout Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Marengo Avenue	66		Signal	5	25	307	0	0
Seg #1	0	522	Signal	0	0	0	0	0
Garfield Avenue								
Seg #2	50	411	Signal	2	25	72	0	0
Euclid Avenue								
Seg #3	59	440	Signal	4	30	450	0	0
Los Robles Avenue								

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Traffic Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Marengo Avenue	Garfield Avenue	30	1	0	Yes	4	0	0
2	Garfield Avenue	Euclid Avenue	30	1	0	Yes	4	0	0
3	Euclid Avenue	Los Robles Avenue	30	1	0	Yes	3	1	0

Traffic Counts D= 100 K= 9.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1612	2	0	6	180	0.92	1647 *	302
2	0	0	0	1660	2	22	7	1800	0.92	1678	3024
3	0	0	0	1688	2	0	28	1800	0.92	1321	2268

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

—||—

Transit Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Marengo Avenue	Garfield Avenue	0	No	0	0	0	0
2	Garfield Avenue	Euclid Avenue	0	No	0	0	0	0
3	Euclid Avenue	Los Robles Avenue	0	No	0	0	0	0

Transit Level of Service Calculation (N/A)

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceived Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS

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Transit Data Report - continued

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Marengo Avenue	Garfield Avenue					
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Euclid Avenue					
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Los Robles Avenue					

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Cross Section Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013


Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Marengo Avenue	Garfield Avenue	0	No	0	No	Yes	3	No
2	Garfield Avenue	Euclid Avenue	0	No	0	No	Yes	3	No
3	Euclid Avenue	Los Robles Avenue	0	No	0	No	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	54	0	0	2	0
2	[1]	[2]	0	0	0	0	52	0	0	2	0
3	[1]	[2]	0	0	0	0	2	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Seg	Side walk	Buffer	Shldr Prkq	Bike Lane	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Median	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Bike Lane	Shldr Prkq	Buffer	Side walk
1	18	0	0	0	12	11	11	14	0	0	0	0	0	0	8	0	10
2	18	0	0	0	12	11	11	22	0	0	0	0	0	0	0	0	10
3	12	0	0	0	12	11	11	16	0	0	0	0	0	0	8	0	12

Results Summary

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Marengo Avenue	Transit	n/a	n/a	2.78	C	2.78	C
to	Bike	1.56	A	3.97	D	3.54	D
Garfield Avenue	Ped	n/a		1.88	A	n/a	
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	3.04	C	3.04	C
to	Bike	0.68	A	1.44	A	3.10	C
Euclid Avenue	Ped	2.09	B	2.21	B	3.32	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	0.90	A	0.90	A
to	Bike	2.43	B	3.45	C	3.53	D
Los Robles Avenue	Ped	2.92	C	1.85	A	3.40	C

Using HCM 2010 Methodologies

==||==

Results Summary - continued

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	2.26	B	C	100%	3
	Bike	3.40	C	C	100%	3
	Ped	3.40	C	C	100%	3
	Overall		C	C	100%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	C	D	A	D	A	n/a	n/a
2	n/a	C	A	A	C	B	B	C
3	n/a	A	C	B	D	A	C	C
Facility	n/a	B			C			C

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Speed Calculation Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
Cumulative (2016) Plus Project Conditions - AM Peak Hour

Auto Speed Calculation (N/A)

Segment & Downstream Signal	Ajd Free Speed (mph)	Segment Length (feet)	Control Delay (secs)	Running Time (secs)	Calib Adjmnt (mph)	Calming Reduction (mph)	Average Speed (mph)	HCM 2010 LOS

Transit Speed Calculation

Segment	Segment Length (feet)	Bus Stops (#)	Running Speed (mph)	Stop Delay (sec)	Running Time (sec)	Delay at Intersectn (sec)	Travel Speed (mph)	HCM 2010 LOS
Segment #1	522	1	13.4	36.9	63.5	17.8	4.4	C
Segment #2	411	1	8.1	35.0	69.7	14.0	3.3	C
Segment #3	440	0	22.0	8.1	13.6	5.0	16.1	A
Total/Avg	1373						5.1	B

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Pedestrian & Bicycle LOS Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
Cumulative (2016) Plus Project Conditions - AM Peak Hour

Pedestrian LOS Calculation

Segment & Downstream Signal	Cross Street Xing Score	Cross Street Xing LOS	Segment Xing Score	Segment Xing LOS	Link LOS Score	Link LOS	RCDF	Segment LOS Score	HCM 2010 Segment LOS
Segment #1	n/a	n/a	2.42	B	1.88	A	n/a	n/a	n/a
Segment #2	2.09	B	2.47	B	2.21	B	1.20	3.32	C
Segment #3	2.92	C	2.69	B	1.85	A	1.20	3.40	C

Bicycle LOS Calculation

Segment & Downstream Signal	Mid-Seg Traffic Speed (mph)	Bicycle Travel Speed (mph)	Intersectn LOS Score	Intersectn LOS	Link LOS Score	Link LOS	Segment LOS Score	HCM 2010 Segment LOS
Segment #1	21.2	8.8	1.56	A	3.97	D	3.54	D
Segment #2	19.5	7.9	0.68	A	1.44	A	3.10	C
Segment #3	20.1	8.1	2.43	B	3.45	C	3.53	D
Average		8.3					3.40	C

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Layout Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Marengo Avenue	86		Signal	6	25	294	0	0
Seg #1	0	522	Signal	0	0	0	0	0
Garfield Avenue								
Seg #2	56	411	Signal	3	25	47	0	0
Euclid Avenue								
Seg #3	60	440	Signal	6	30	355	0	0
Los Robles Avenue								

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Traffic Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Marengo Avenue	Garfield Avenue	25	0	0	Yes	2	0	0
2	Garfield Avenue	Euclid Avenue	25	0	0	Yes	2	0	0
3	Euclid Avenue	Los Robles Avenue	25	0	0	Yes	2	0	0

Traffic Counts D= 45 K= 5 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1472	2	0	5	1800	0.92	738	1512
2	0	0	0	1472	2	57	15	1800	0.92	641	1512
3	0	0	0	1491	2	116	25	1800	0.92	540	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

—||—

Transit Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Marengo Avenue	Garfield Avenue	1	No	32	0	0	0
2	Garfield Avenue	Euclid Avenue	1	No	32	0	100	100
3	Euclid Avenue	Los Robles Avenue	0	No	0	0	0	0

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.6937	0.6325	2.3364	1.88	2.78	C
2	Yes	No	No RTs	Typical	3.6937	0.5932	2.1913	2.21	3.04	C
3	No	No	No RTs	Typical	3.6937	0.9702	3.5835	1.85	0.90	A
Avg									2.26	B

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Transit Data Report - continued

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Marengo Avenue	Garfield Avenue	MTA 180	2	80	75	11
		MAT 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Euclid Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Los Robles Avenue	MTA 180	2	80	75	0
		MTA 181	2	80	75	0
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

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Cross Section Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

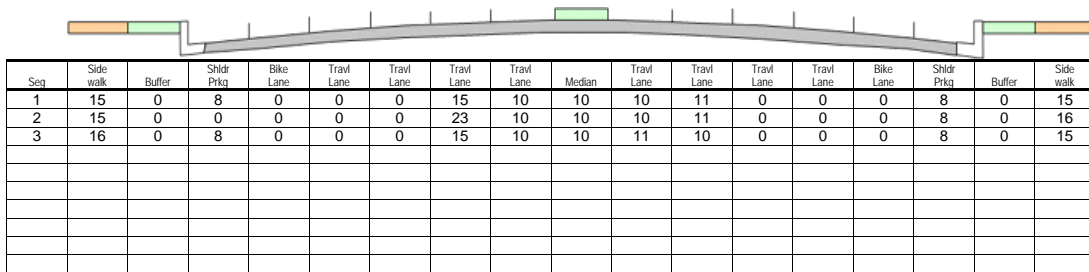
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Marengo Avenue	Garfield Avenue	0	No	52	Yes	Yes	3	No
2	Garfield Avenue	Euclid Avenue	0	No	0	No	Yes	3	No
3	Euclid Avenue	Los Robles Avenue	0	No	43	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	86	0	0	2	0
2	[1]	[2]	0	0	0	0	72	0	0	2	0
3	[1]	[2]	0	0	0	0	70	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Los Robles Avenue	Transit	n/a	n/a	2.96	C	2.96	C
to	Bike	3.39	C	3.68	D	3.77	D
Euclid Avenue	Ped	2.12	B	2.36	B	3.39	C
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	3.03	C	3.03	C
to	Bike	3.34	C	3.83	D	3.77	D
Garfield Avenue	Ped	2.07	B	1.95	A	3.22	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	2.77	C	2.77	C
to	Bike	3.33	C	3.77	D	3.76	D
Marengo Avenue	Ped	2.61	B	2.25	B	3.45	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
Facility	Auto	n/a	n/a			
	Transit	2.91	C	C	100%	3
	Bike	3.77	D	C	67%	3
	Ped	3.36	C	C	100%	3
	Overall		D	C	75%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	C	D	C	D	B	B	C
2	n/a	C	D	C	D	A	B	C
3	n/a	C	D	C	D	B	B	C
Facility	n/a	C			D			C

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Speed Calculation Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Auto Speed Calculation (N/A)

Segment & Downstream Signal	Ajd Free Speed (mph)	Segment Length (feet)	Control Delay (secs)	Running Time (secs)	Calib Adjmnt (mph)	Calming Reduction (mph)	Average Speed (mph)	HCM 2010 LOS

Transit Speed Calculation

Segment	Segment Length (feet)	Bus Stops (#)	Running Speed (mph)	Stop Delay (sec)	Running Time (sec)	Delay at Intersectn (sec)	Travel Speed (mph)	HCM 2010 LOS
Segment #1	453	1	10.1	35.7	66.3	15.4	3.8	C
Segment #2	395	1	7.3	34.7	71.7	13.5	3.2	C
Segment #3	526	1	13.6	37.0	63.4	17.9	4.4	C
Total/Avg	1374						3.8	C

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Pedestrian & Bicycle LOS Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Pedestrian LOS Calculation

Segment & Downstream Signal	Cross Street Xing Score	Cross Street Xing LOS	Segment Xing Score	Segment Xing LOS	Link LOS Score	Link LOS	RCDF	Segment LOS Score	HCM 2010 Segment LOS
Segment #1	2.12	B	2.46	B	2.36	B	1.20	3.39	C
Segment #2	2.07	B	2.46	B	1.95	A	1.20	3.22	C
Segment #3	2.61	B	2.52	B	2.25	B	1.19	3.45	C
Average								3.36	C

Bicycle LOS Calculation

Segment & Downstream Signal	Mid-Seg Traffic Speed (mph)	Bicycle Travel Speed (mph)	Intersectn LOS Score	Intersectn LOS	Link LOS Score	Link LOS	Segment LOS Score	HCM 2010 Segment LOS
Segment #1	20.1	8.3	3.39	C	3.68	D	3.77	D
Segment #2	19.1	7.7	3.34	C	3.83	D	3.77	D
Segment #3	21.4	8.8	3.33	C	3.77	D	3.76	D
Average		8.3					3.77	D

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Layout Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Los Robles Avenue	70		Signal	6	30	333	0	0
Seg #1	44	453	Signal	3	25	40	0	0
Euclid Avenue								
Seg #2	58	395	Signal	3	25	13	0	0
Garfield Avenue								
Seg #3	59	526	Signal	5	25	391	0	0
Marengo Avenue								

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Traffic Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Los Robles Avenue	Euclid Avenue	25	0	0	Yes	2	0	0
2	Euclid Avenue	Garfield Avenue	25	0	0	No	2	0	0
3	Garfield Avenue	Marengo Avenue	25	0	0	Yes	2	0	0

Traffic Counts D= 55 K= 5 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1458	2	73	11	1800	0.92	786	1512
2	0	0	0	1461	2	57	4	1800	0.92	790	1512
3	0	0	0	1360	2	32	26	1800	0.92	586	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Los Robles Avenue	Euclid Avenue	1	No	32	0	0	100
2	Euclid Avenue	Garfield Avenue	1	No	32	0	100	100
3	Garfield Avenue	Marengo Avenue	1	No	32	0	100	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.7233	0.6081	2.2643	2.36	2.96	C
2	Yes	No	No RTs	Typical	3.7233	0.5845	2.1763	1.95	3.03	C
3	Yes	No	No RTs	Typical	3.7233	0.6382	2.3763	2.25	2.77	C
Avg									2.91	C

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Transit Data Report - continued

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Los Robles Avenue	Euclid Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	4	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Garfield Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	4	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Marengo Avenue	MTA 180	2	80	75	0
		MTA 181	2	80	75	0
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	4	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

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Cross Section Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

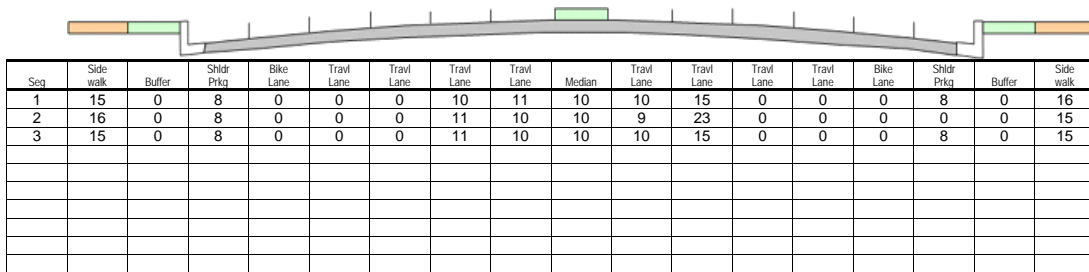
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Los Robles Avenue	Euclid Avenue	0	No	21	Yes	Yes	3	No
2	Euclid Avenue	Garfield Avenue	0	No	49	Yes	Yes	3	No
3	Garfield Avenue	Marengo Avenue	0	No	23	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	21	0	0	2	0
2	[1]	[2]	0	0	0	0	48	0	0	2	0
3	[1]	[2]	0	0	0	0	67	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Los Robles Avenue	Transit	n/a	n/a	3.03	C	3.03	C
to	Bike	3.79	D	3.85	D	3.96	D
Euclid Avenue	Ped	2.11	B	2.91	C	3.53	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	3.09	C	3.09	C
to	Bike	3.69	D	4.04	D	3.94	D
Garfield Avenue	Ped	2.09	B	2.43	B	3.40	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	2.86	C	2.86	C
to	Bike	3.81	D	4.01	D	3.99	D
Marengo Avenue	Ped	2.68	B	2.91	C	3.62	D

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	2.98	C	C	100%	3
	Bike	3.96	D	C	67%	3
	Ped	3.53	D	C	67%	3
	Overall					

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	C	D	D	D	C	B	D
2	n/a	C	D	D	D	B	B	C
3	n/a	C	D	D	D	C	B	D
Facility	n/a	C			D			D

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Layout Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Los Robles Avenue	70		Signal	6	30	330	0	0
Seg #1	44	453	Signal	3	25	119	0	0
Euclid Avenue								
Seg #2	58	395	Signal	3	25	48	0	0
Garfield Avenue								
Seg #3	59	526	Signal	5	25	408	0	0
Marengo Avenue								

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Traffic Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Los Robles Avenue	Euclid Avenue	25	0	0	Yes	2	0	0
2	Euclid Avenue	Garfield Avenue	25	0	0	No	2	0	0
3	Garfield Avenue	Marengo Avenue	25	0	0	Yes	2	0	0

Traffic Counts D= 53 K= 7.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	2439	2	37	16	1800	0.92	1154	1512
2	0	0	0	2240	2	48	3	1800	0.92	1206	1512
3	0	0	0	2366	2	49	20	1800	0.92	1100	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Los Robles Avenue	Euclid Avenue	1	No	32	0	0	100
2	Euclid Avenue	Garfield Avenue	1	No	32	0	100	100
3	Garfield Avenue	Marengo Avenue	1	No	32	0	100	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.736	0.6085	2.2732	2.91	3.03	C
2	Yes	No	No RTs	Typical	3.736	0.5848	2.1847	2.43	3.09	C
3	Yes	No	No RTs	Typical	3.736	0.6387	2.3861	2.91	2.86	C
Avg									2.98	C

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Transit Data Report - continued

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Los Robles Avenue	Euclid Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Garfield Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Marengo Avenue	MTA 180	2	80	75	0
		MTA 181	2	80	75	0
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

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Cross Section Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

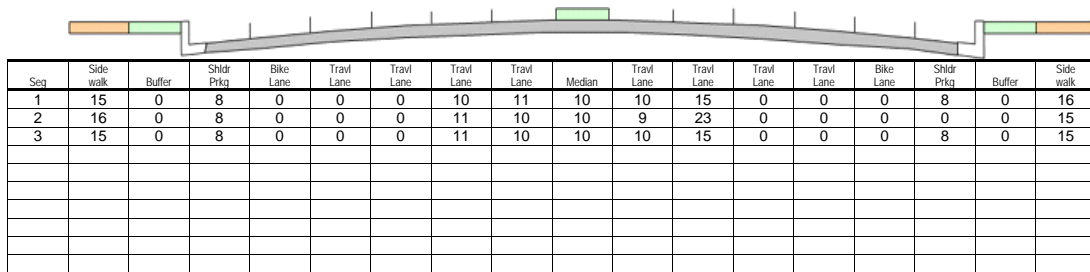
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Los Robles Avenue	Euclid Avenue	0	No	21	Yes	Yes	3	No
2	Euclid Avenue	Garfield Avenue	0	No	49	Yes	Yes	3	No
3	Garfield Avenue	Marengo Avenue	0	No	23	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	21	0	0	2	0
2	[1]	[2]	0	0	0	0	48	0	0	2	0
3	[1]	[2]	0	0	0	0	67	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Marengo Avenue	Transit	n/a	n/a	2.84	C	2.84	C
to	Bike	1.84	A	4.14	D	3.58	D
Garfield Avenue	Ped	n/a		2.27	B	n/a	
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	3.12	C	3.12	C
to	Bike	1.06	A	1.68	A	3.15	C
Euclid Avenue	Ped	2.38	B	2.72	B	3.53	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	1.03	A	1.03	A
to	Bike	2.92	C	3.68	D	3.64	D
Los Robles Avenue	Ped	2.97	C	2.52	B	3.58	D

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	2.34	B	C		3
	Bike	3.47	C	C		3
	Ped	3.58	D	C		3
	Overall		C	C	83%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	C	D	A	D	B	n/a	n/a
2	n/a	C	A	A	C	B	B	D
3	n/a	A	D	C	D	B	C	D
Facility	n/a	B			C			D

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Cumulative + Proeject PM-Eastbound

CompleteStreetsLOS

Speed Calculation Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
Direction: EB Observer: CLM Data collected on: 7/24/2013
Paseo Colorado Center Redevelopment Project
Cumulative (2016) Plus Project Conditions - PM Peak Hour

Auto Speed Calculation (N/A)

Table with 9 columns: Segment & Downstream Signal, Afd Free Speed (mph), Segment Length (feet), Control Delay (secs), Running Time (secs), Calib Adjmnt (mph), Calming Reduction (mph), Average Speed (mph), HCM 2010 LOS.

Transit Speed Calculation

Table with 9 columns: Segment, Segment Length (feet), Bus Stops (#), Running Speed (mph), Stop Delay (sec), Running Time (sec), Delay at Intersectn (sec), Travel Speed (mph), HCM 2010 LOS.

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Cumulative + Proeject PM-Eastbound

CompleteStreetsLOS

Pedestrian & Bicycle LOS Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
Direction: EB Observer: CLM Data collected on: 7/24/2013
Paseo Colorado Center Redevelopment Project
Cumulative (2016) Plus Project Conditions - PM Peak Hour

Pedestrian LOS Calculation

Table with 10 columns: Segment & Downstream Signal, Cross Street Xing Score, Cross Street Xing LOS, Segment Xing Score, Segment Xing LOS, Link LOS Score, Link LOS, RCDF, Segment LOS Score, HCM 2010 Segment LOS.

Bicycle LOS Calculation

Table with 9 columns: Segment & Downstream Signal, Mid-Seg Traffic Speed (mph), Bicycle Travel Speed (mph), Intersectn LOS Score, Intersectn LOS, Link LOS Score, Link LOS, Segment LOS Score, HCM 2010 Segment LOS.

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Layout Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Marengo Avenue	86		Signal	6	25	333	0	0
Seg #1	0	522	Signal	0	0	0	0	0
Garfield Avenue								
Seg #2	56	411	Signal	3	25	183	0	0
Euclid Avenue								
Seg #3	60	440	Signal	6	30	431	0	0
Los Robles Avenue								

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Traffic Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Marengo Avenue	Garfield Avenue	25	0	0	Yes	2	0	0
2	Garfield Avenue	Euclid Avenue	25	0	0	Yes	2	0	0
3	Euclid Avenue	Los Robles Avenue	25	0	0	Yes	2	0	0

Traffic Counts D= 47 K= 7.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	2197	2	0	3	1800	0.92	1086	1512
2	0	0	0	2324	2	154	15	1800	0.92	1033	1512
3	0	0	0	2534	2	117	24	1800	0.92	1001	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

—||—

Transit Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Marengo Avenue	Garfield Avenue	1	No	32	0	0	0
2	Garfield Avenue	Euclid Avenue	1	No	32	0	100	100
3	Euclid Avenue	Los Robles Avenue	0	No	0	0	0	0

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceived Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.6937	0.6325	2.3364	2.27	2.84	C
2	Yes	No	No RTs	Typical	3.6937	0.5932	2.1913	2.72	3.12	C
3	No	No	No RTs	Typical	3.6937	0.9652	3.5653	2.52	1.03	A
Avg									2.34	B

—||—

Transit Data Report - continued

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Marengo Avenue	Garfield Avenue	MTA 180	2	80	75	11
		MAT 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Euclid Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Los Robles Avenue	MTA 180	2	80	75	0
		MTA 181	2	80	75	0
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

—||—

Cross Section Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

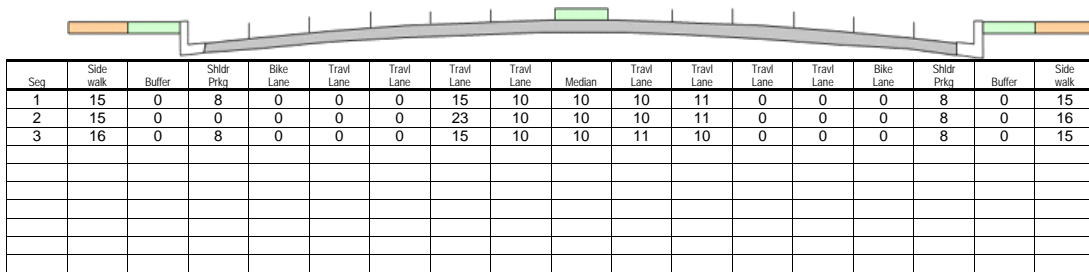
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Marengo Avenue	Garfield Avenue	0	No	52	Yes	Yes	3	No
2	Garfield Avenue	Euclid Avenue	0	No	0	No	Yes	3	No
3	Euclid Avenue	Los Robles Avenue	0	No	43	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	86	0	0	2	0
2	[1]	[2]	0	0	0	0	72	0	0	2	0
3	[1]	[2]	0	0	0	0	70	0	0	2	0

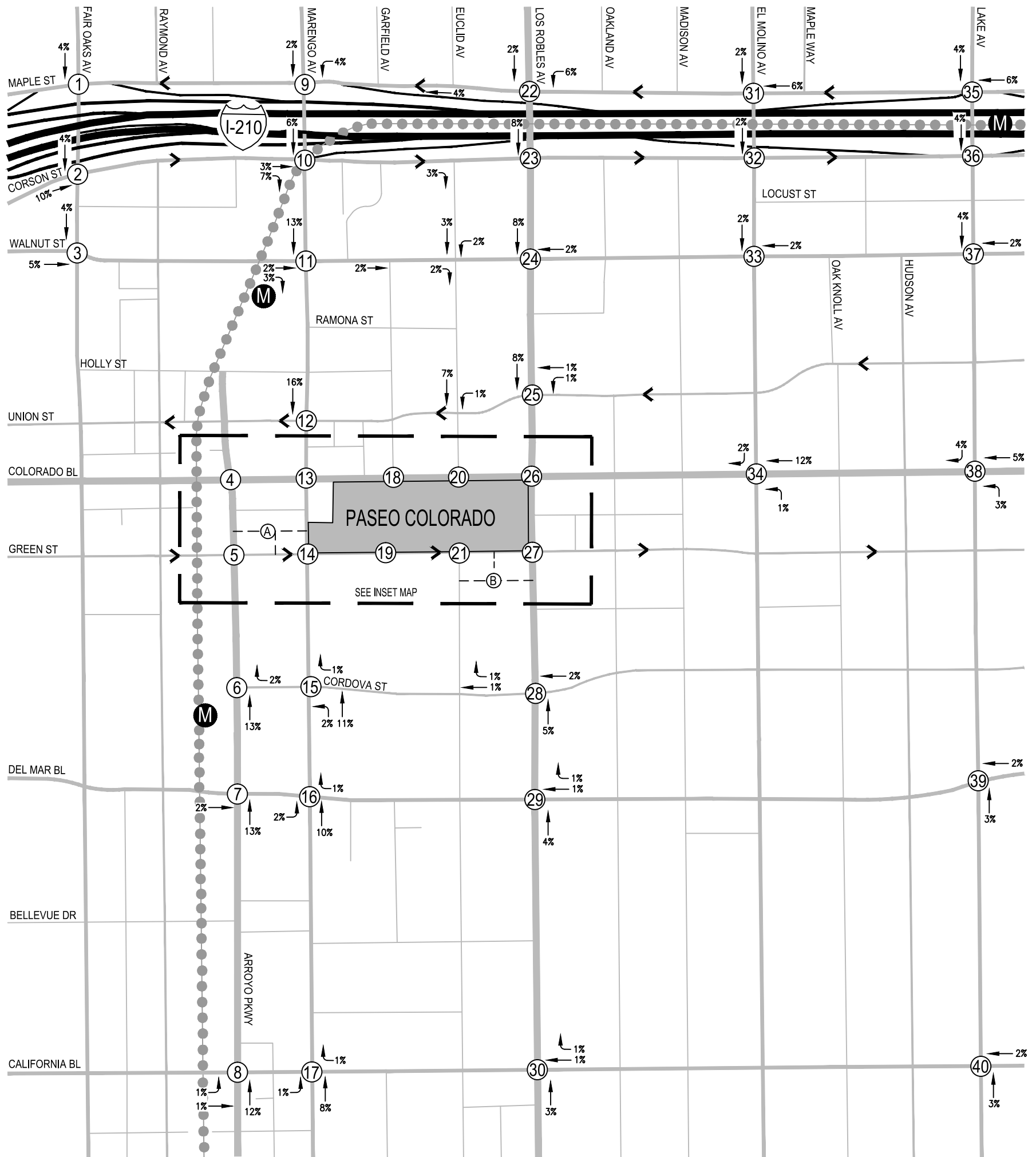
[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.

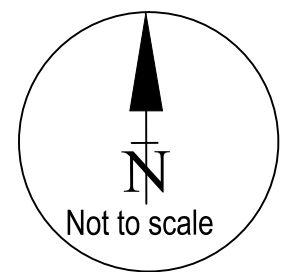
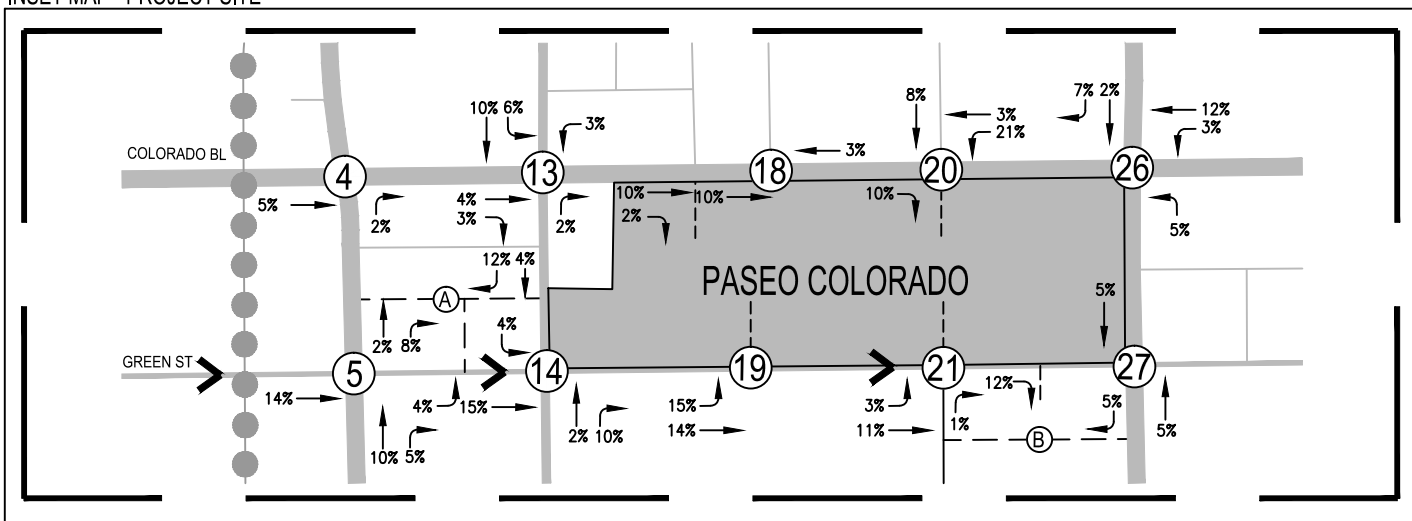


APPENDIX G

Project Trip Distribution, Vacant Retail Trip Assignment, & Macy's Trip Assignment

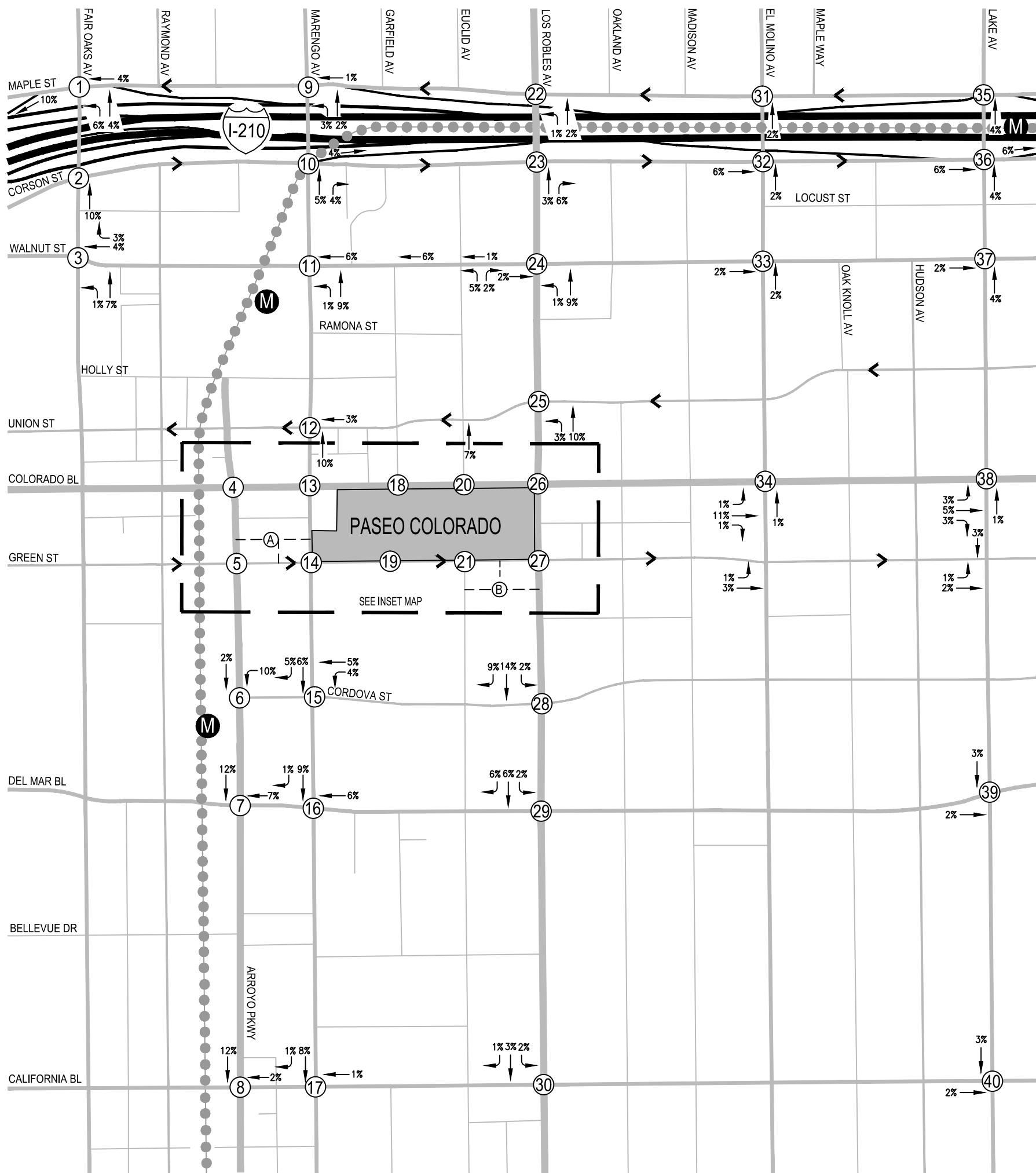


INSET MAP - PROJECT SITE

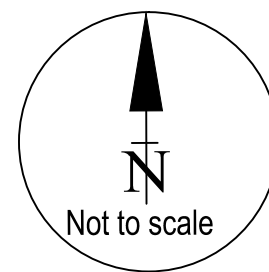
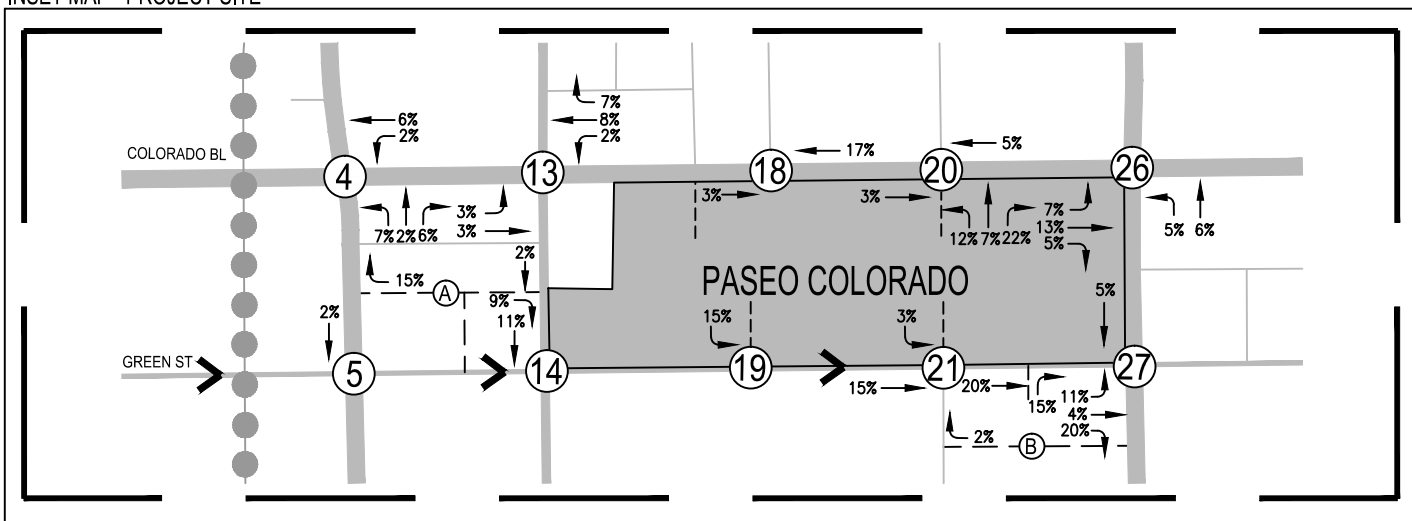


Legend :

- XX% - Percent Inbound
- # - Analyzed Intersection
- - Project Site
- M - Metro Gold Line Station
- A - Marengo Parking Structure
- B - Los Robles Parking Structure

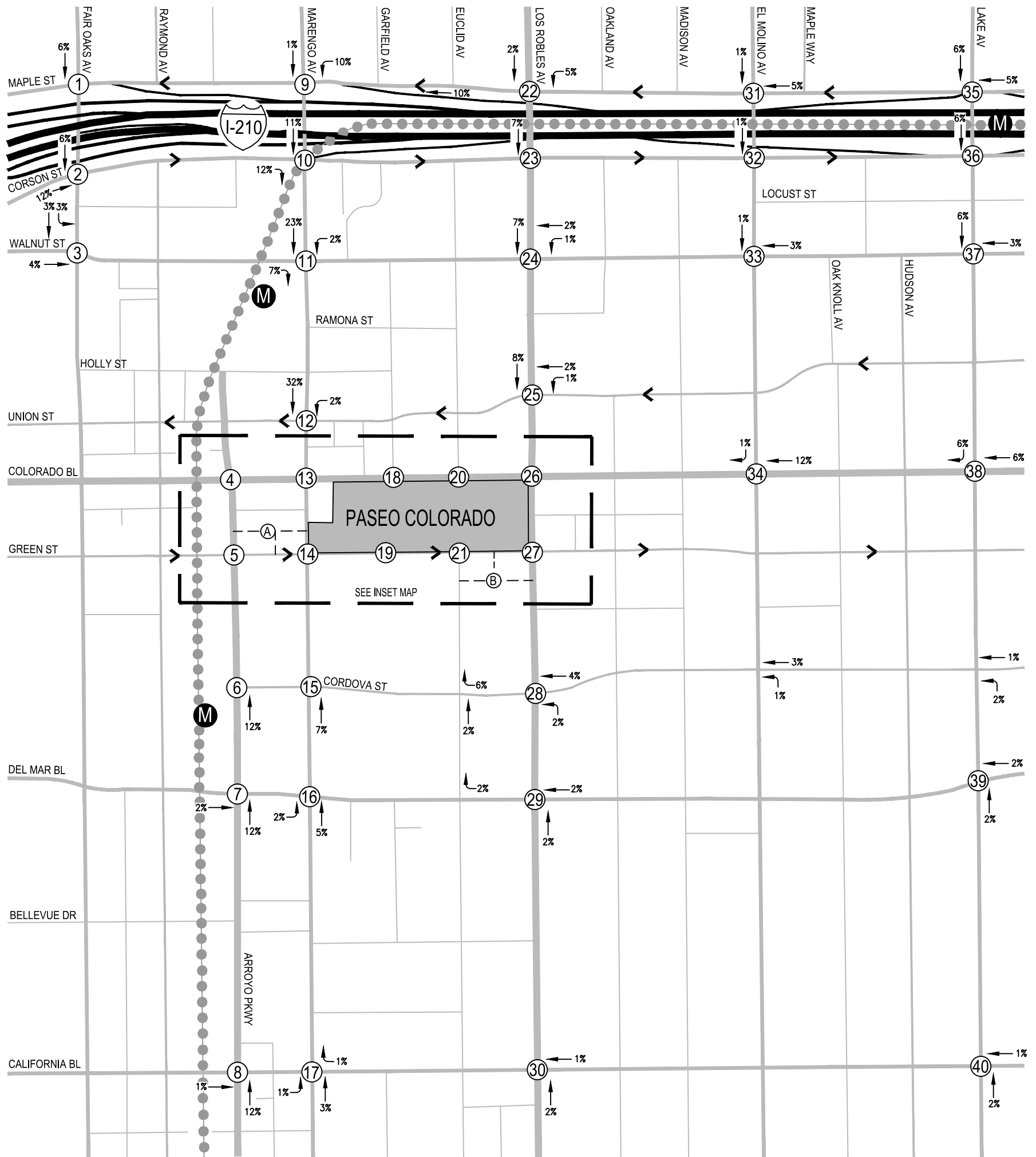


INSET MAP - PROJECT SITE

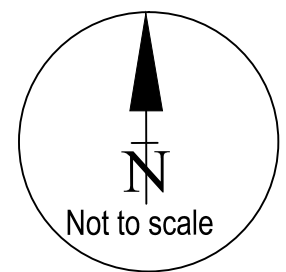
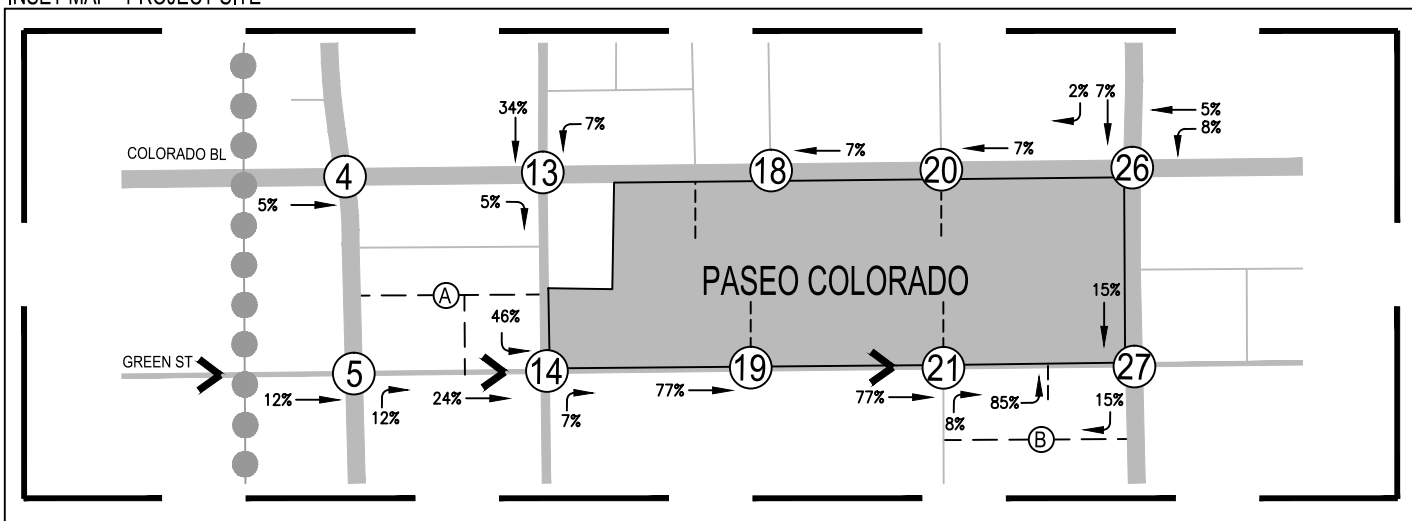


Legend :

- XX% - Percent Outbound
- # - Analyzed Intersection
- - Project Site
- M - Metro Gold Line Station
- A - Marengo Parking Structure
- B - Los Robles Parking Structure



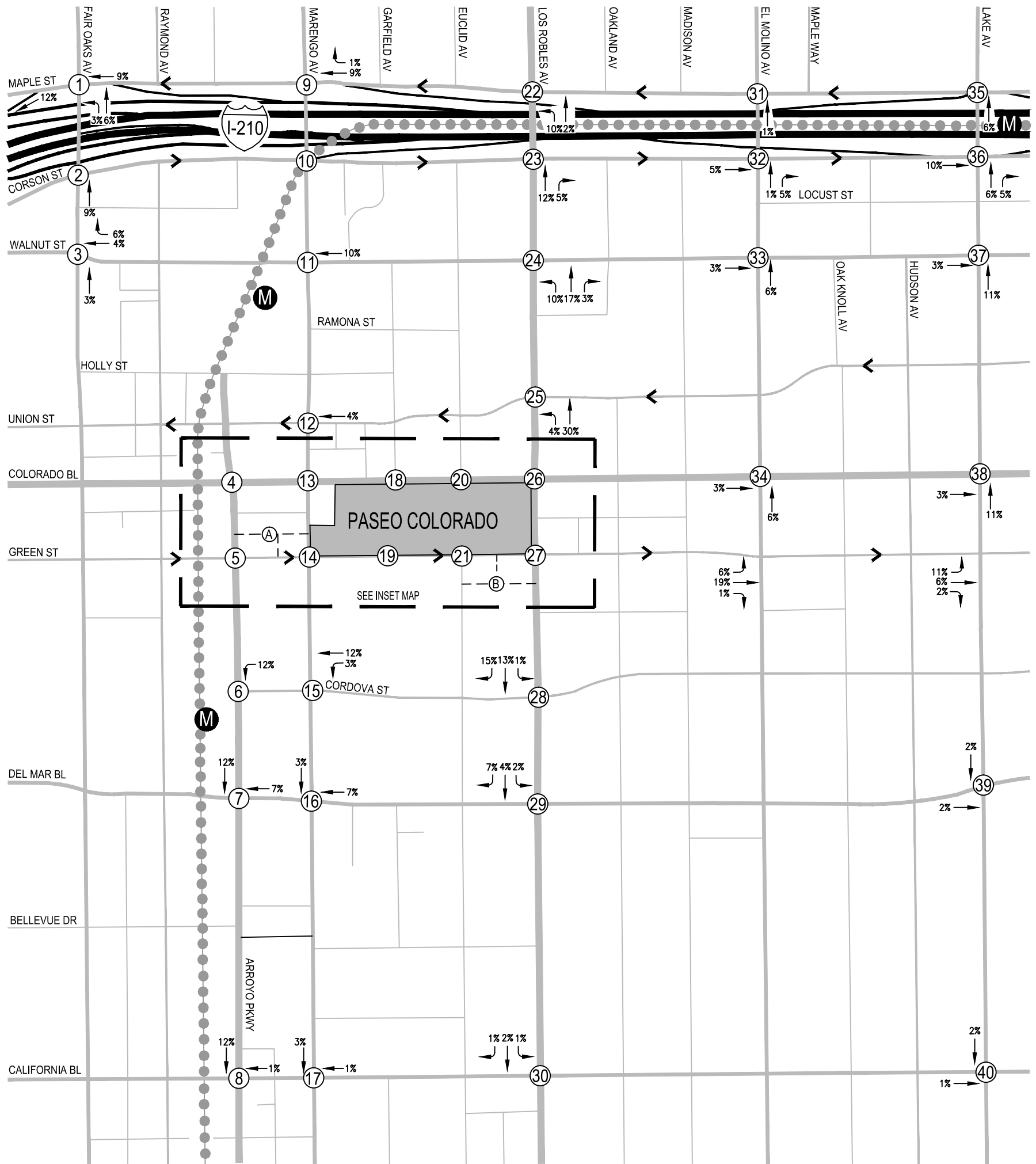
INSET MAP - PROJECT SITE



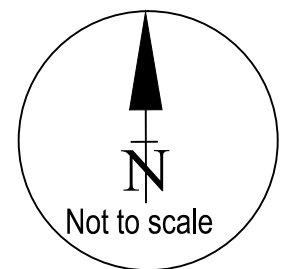
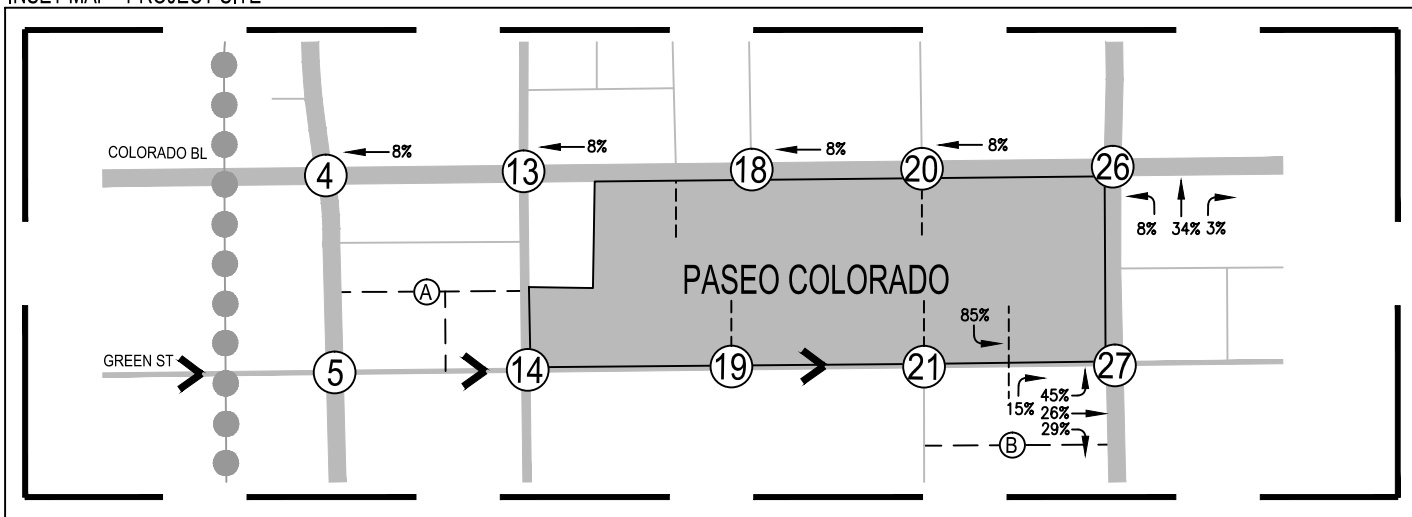
Legend :

- XX% - Percent Inbound
- # - Analyzed Intersection
- - Project Site
- M - Metro Gold Line Station
- A - Marengo Parking Structure
- B - Los Robles Parking Structure

**EXHIBIT 3C
HOTEL - INBOUND TRIP DISTRIBUTION**



INSET MAP - PROJECT SITE



Legend :

XX% - Percent Outbound

- Analyzed Intersection

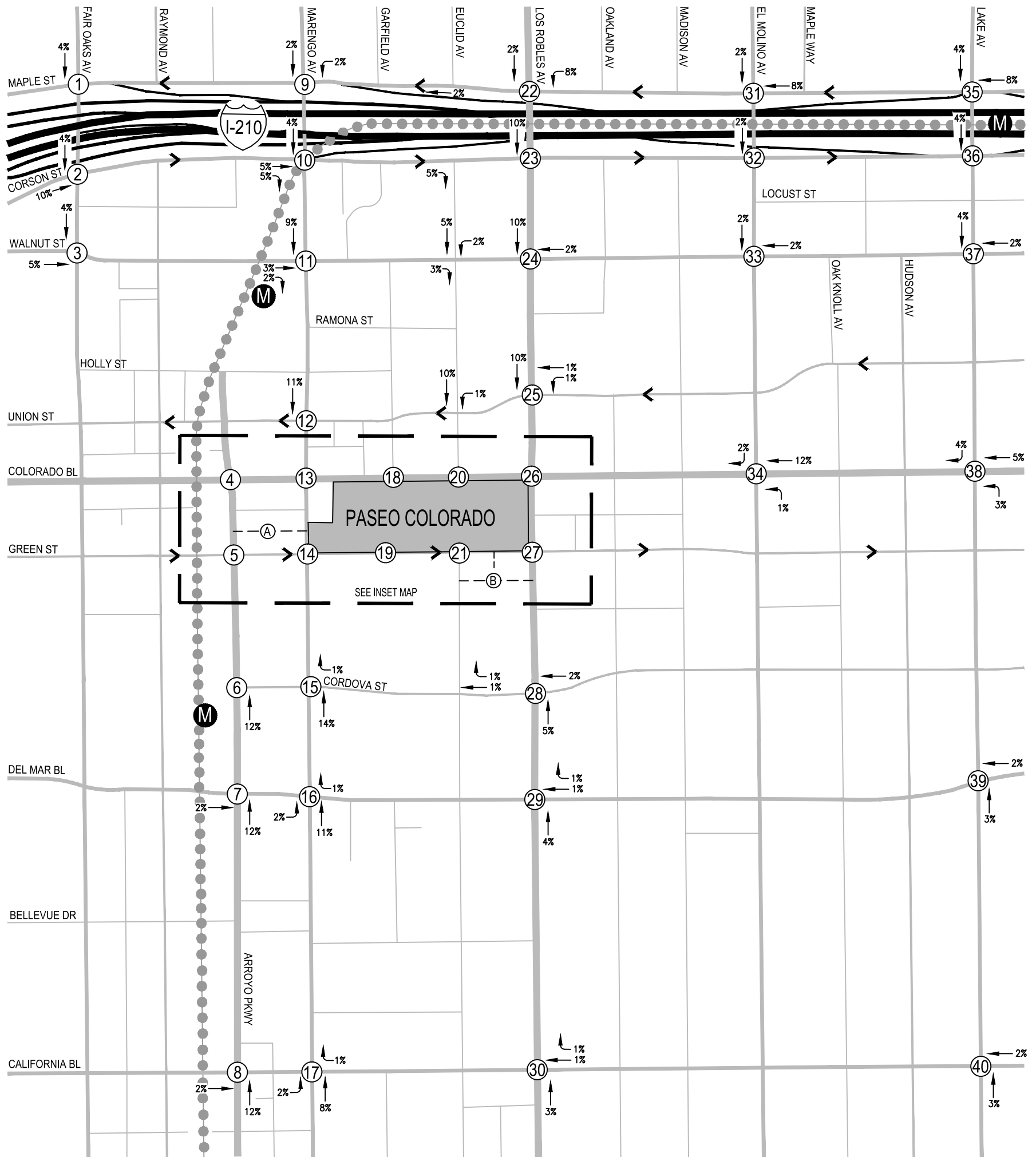
■ - Project Site

M - Metro Gold Line Station

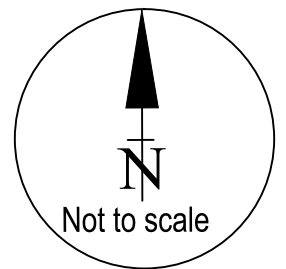
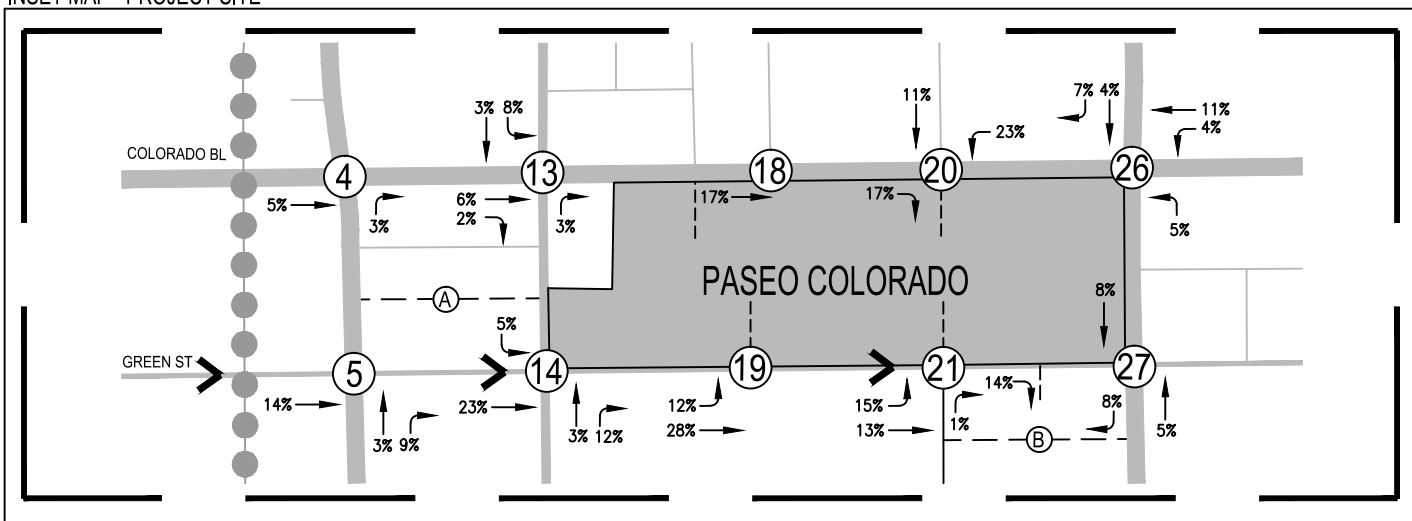
A - Marengo Parking Structure

B - Los Robles Parking Structure

**EXHIBIT 3D
HOTEL - OUTBOUND TRIP DISTRIBUTION**

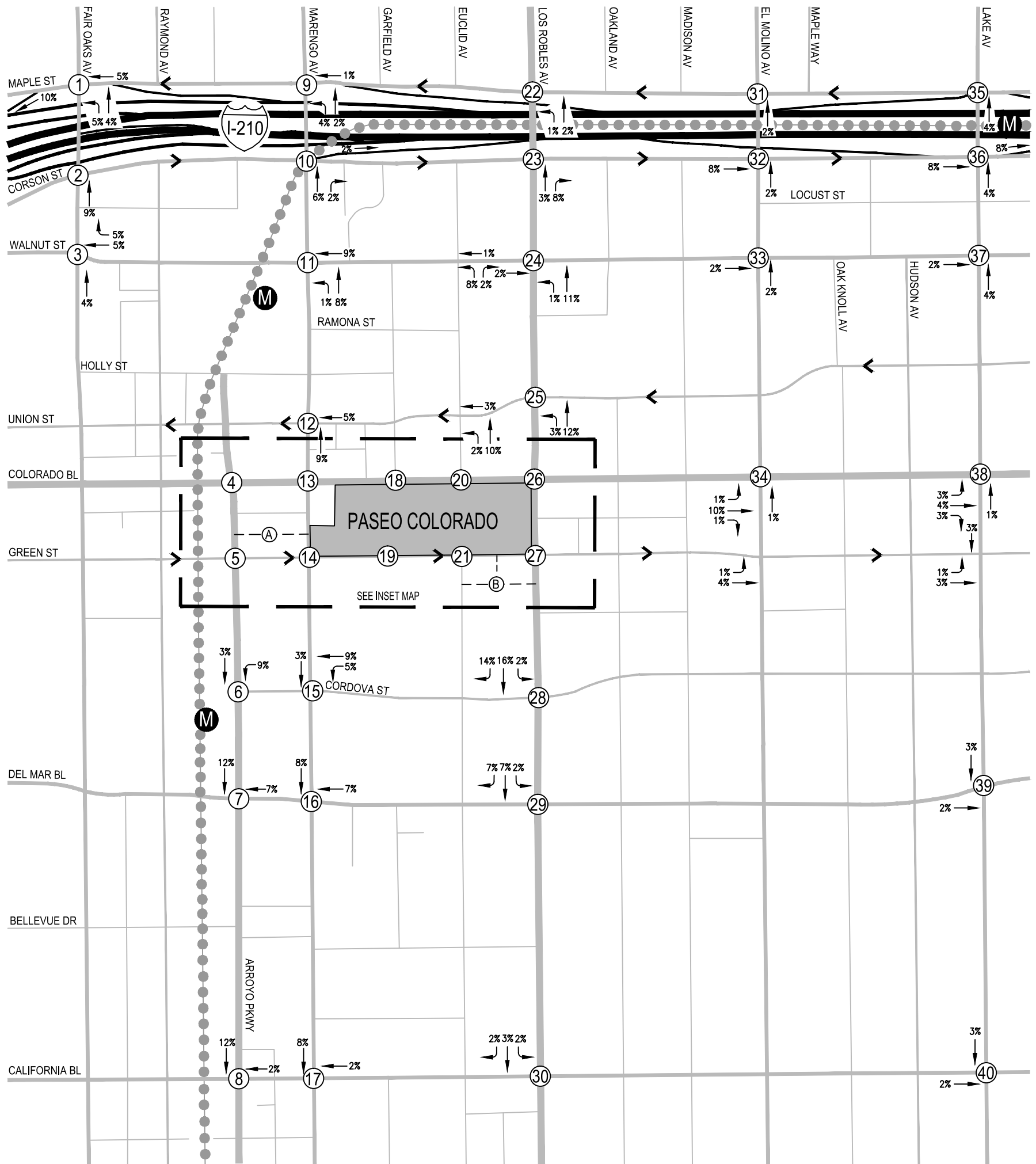


INSET MAP - PROJECT SITE

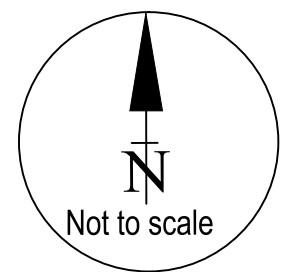
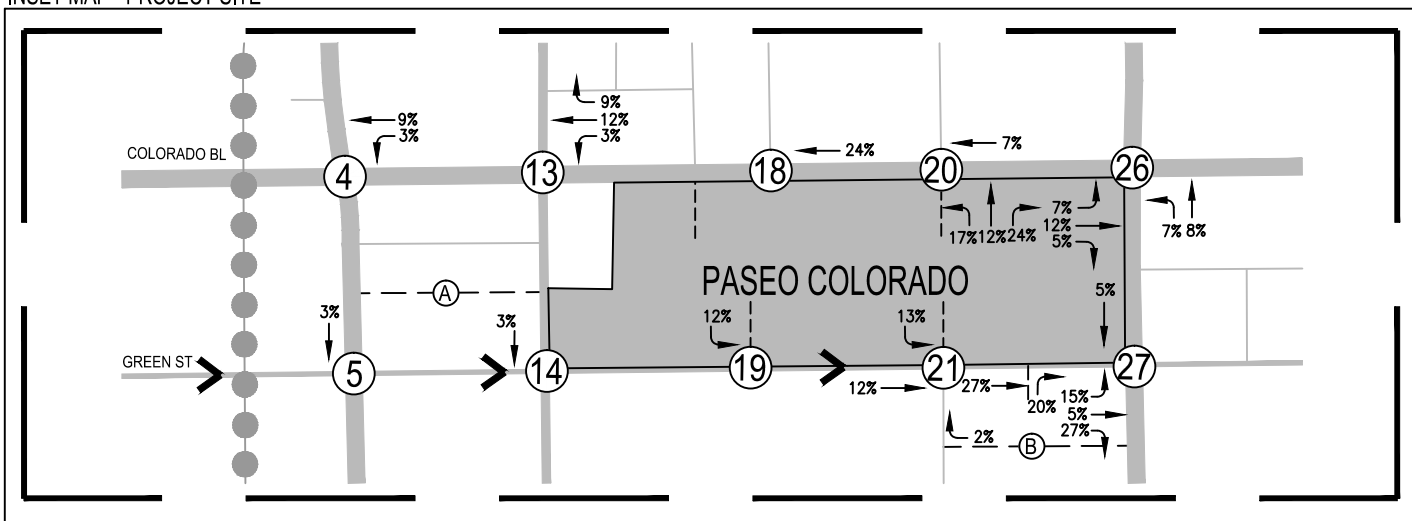


Legend :

- XX% - Percent Inbound
- # - Analyzed Intersection
- - Project Site
- M - Metro Gold Line Station
- A - Marengo Parking Structure
- B - Los Robles Parking Structure

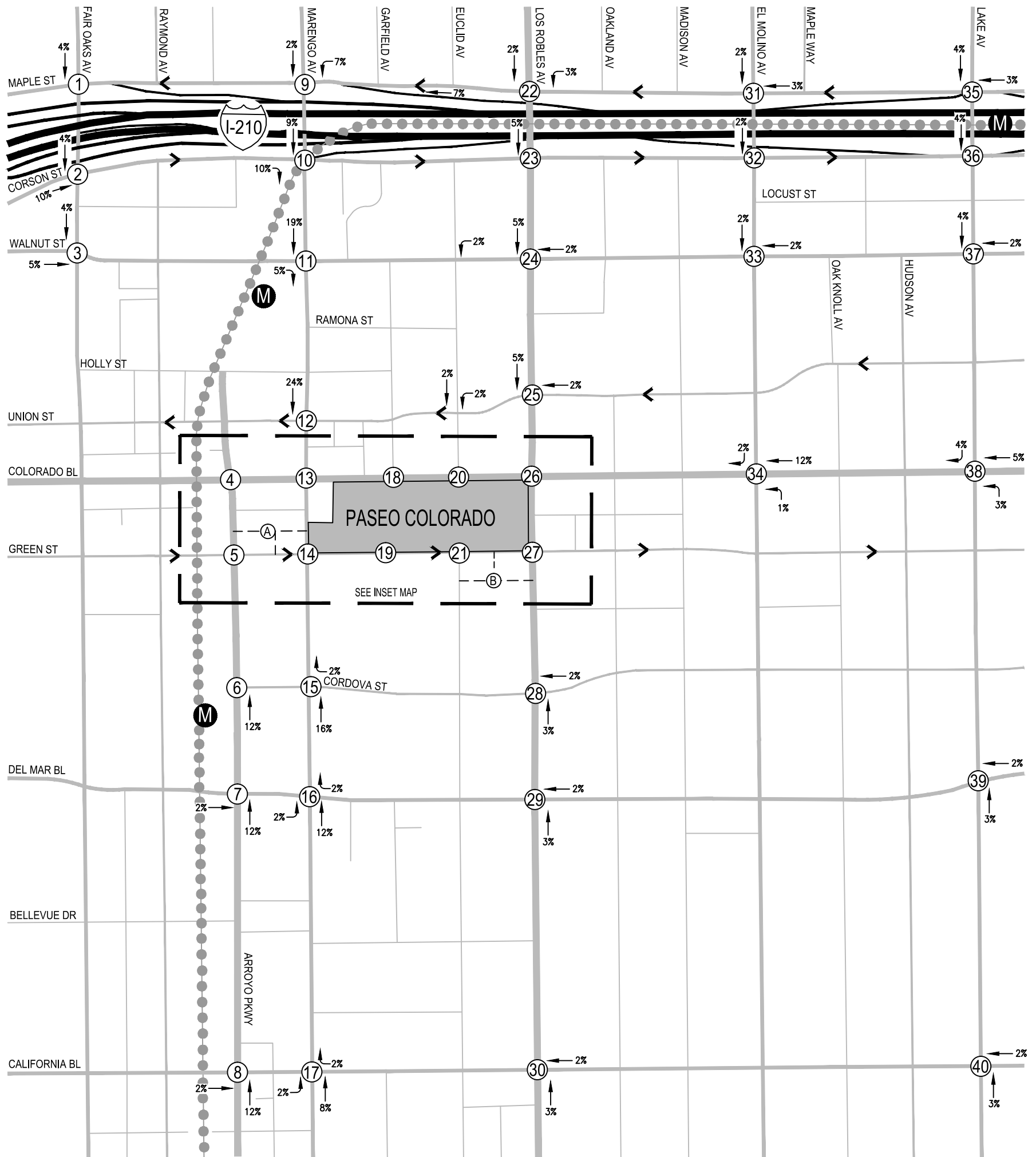


INSET MAP - PROJECT SITE

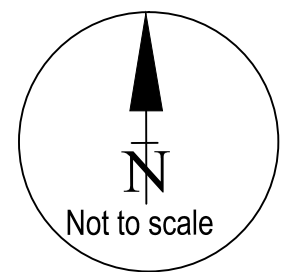
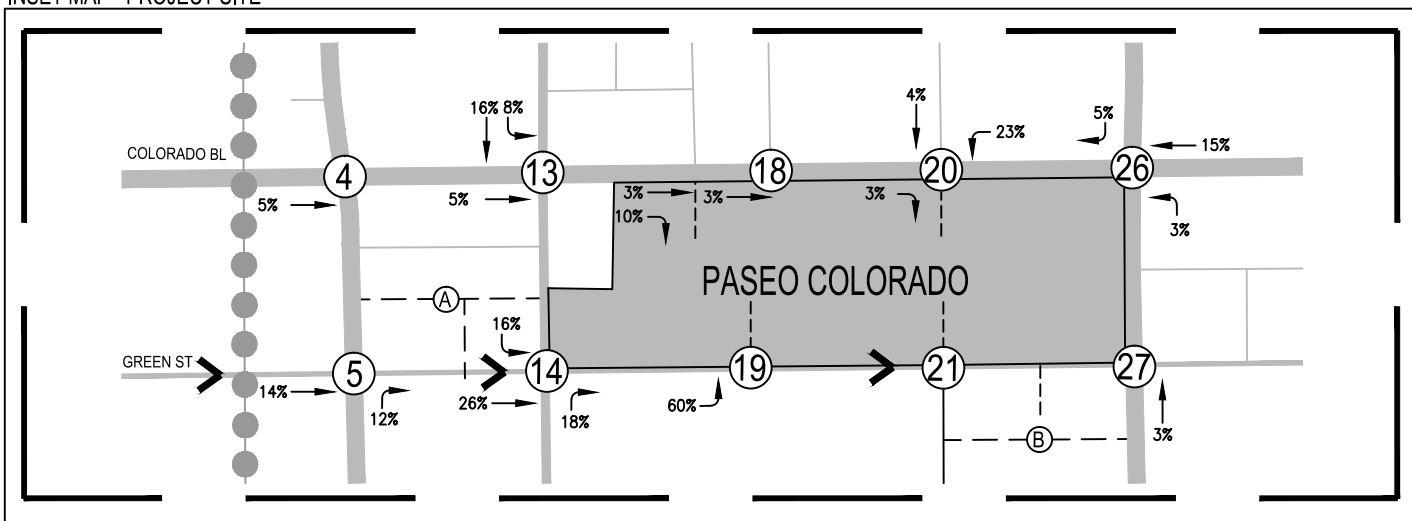


Legend :

- XX% - Percent Outbound
- # - Analyzed Intersection
- - Project Site
- M - Metro Gold Line Station
- A - Marenco Parking Structure
- B - Los Robles Parking Structure

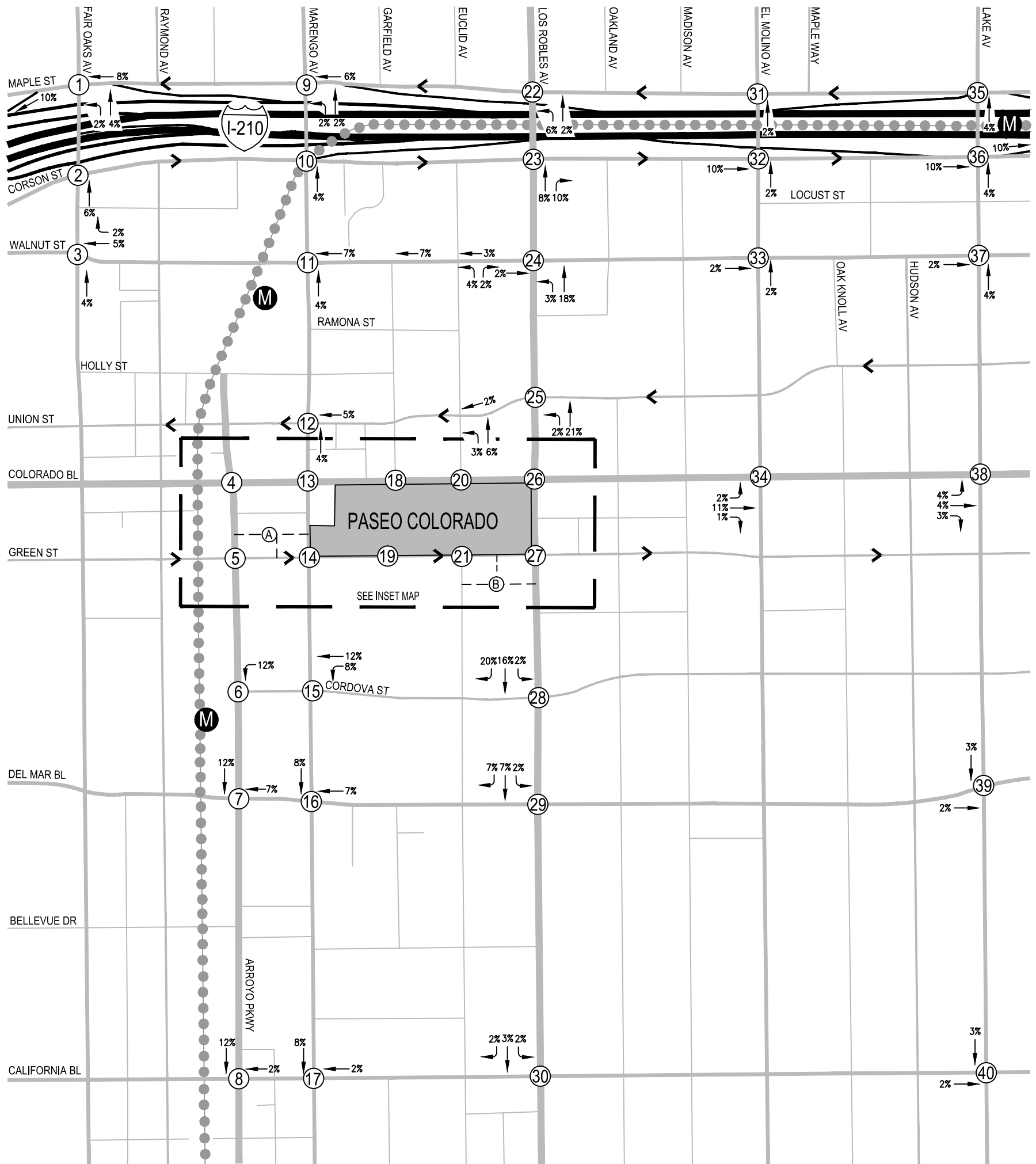


INSET MAP - PROJECT SITE

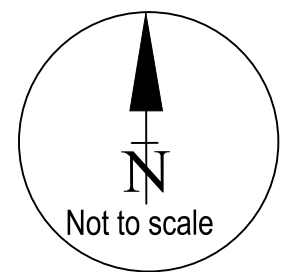
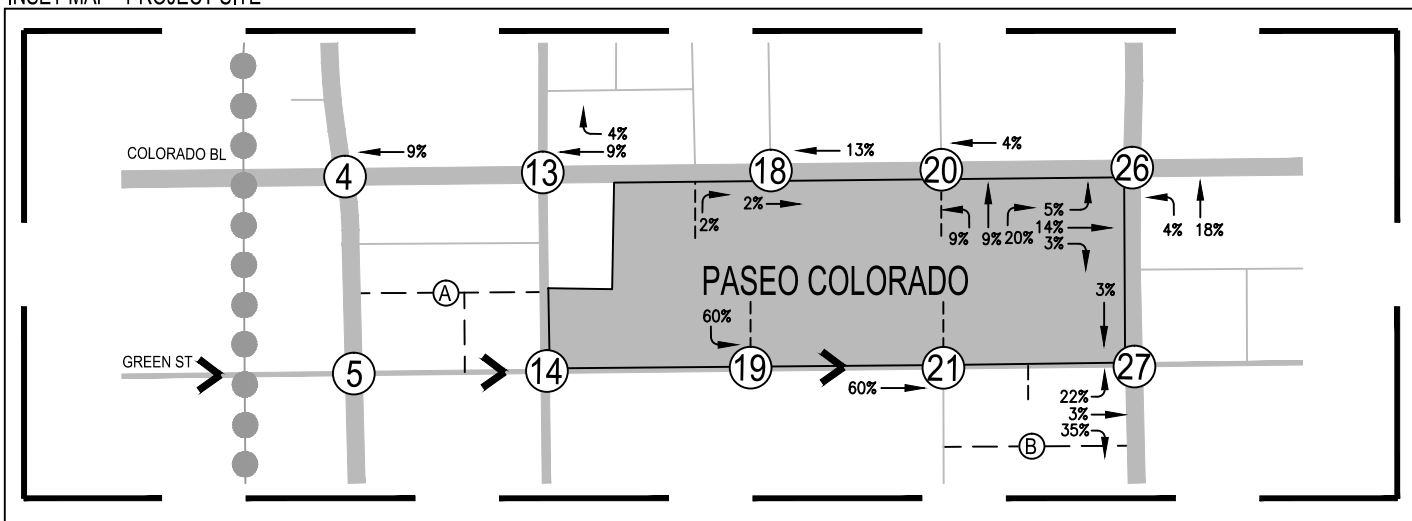


Legend :

- XX% - Percent Inbound
- # - Analyzed Intersection
- - Project Site
- M - Metro Gold Line Station
- Ⓐ - Marengo Parking Structure
- Ⓑ - Los Robles Parking Structure

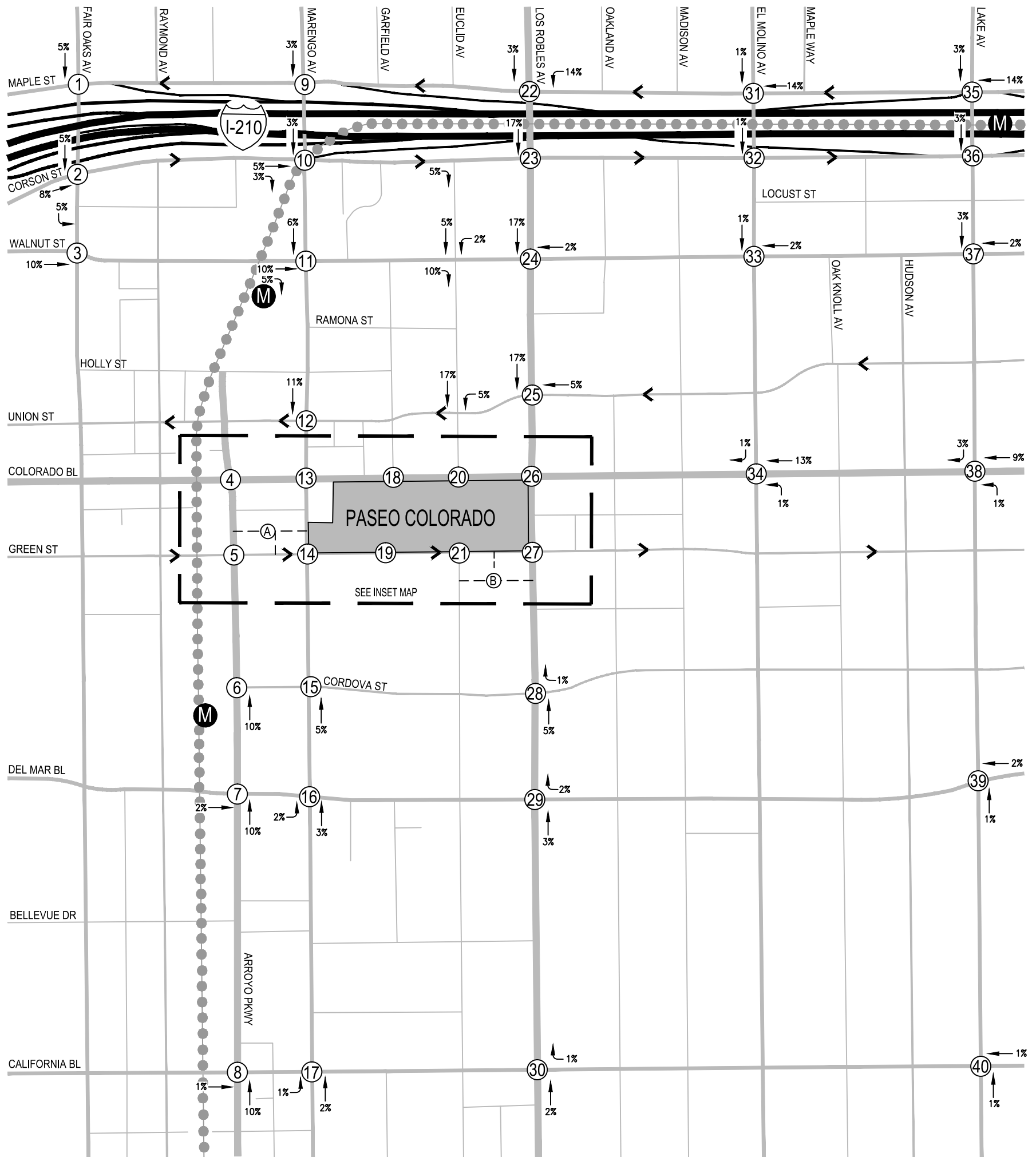


INSET MAP - PROJECT SITE

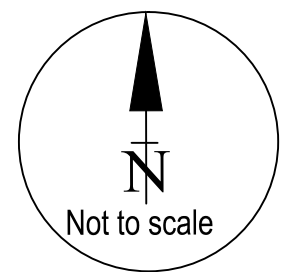
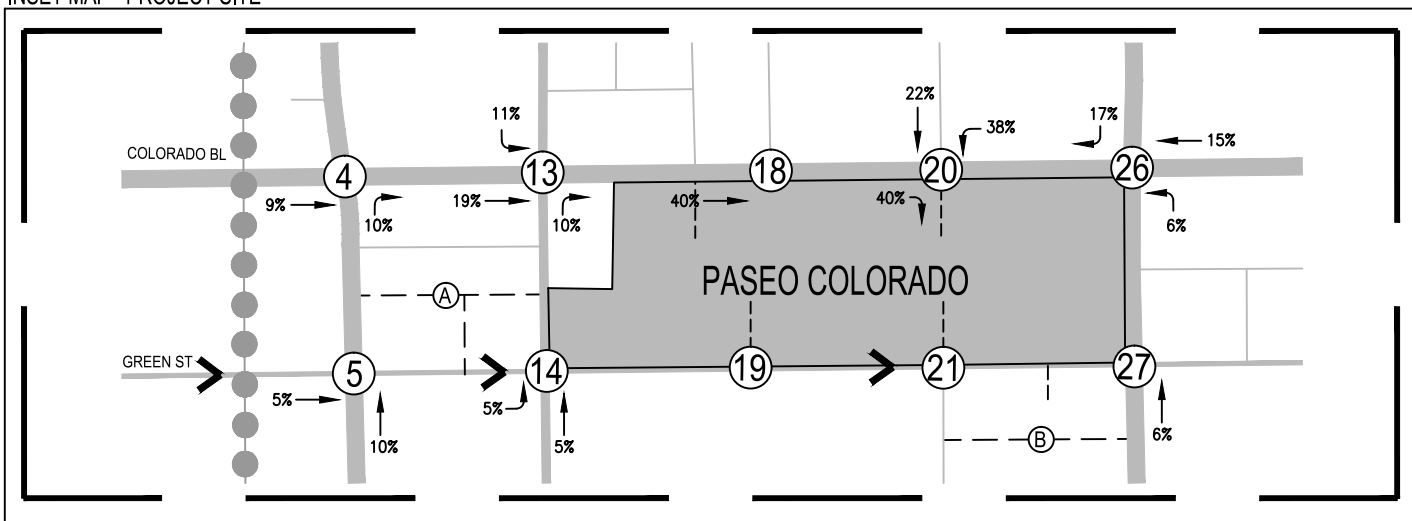


Legend :

- XX% - Percent Outbound
- # - Analyzed Intersection
- - Project Site
- M - Metro Gold Line Station
- A - Marengo Parking Structure
- B - Los Robles Parking Structure



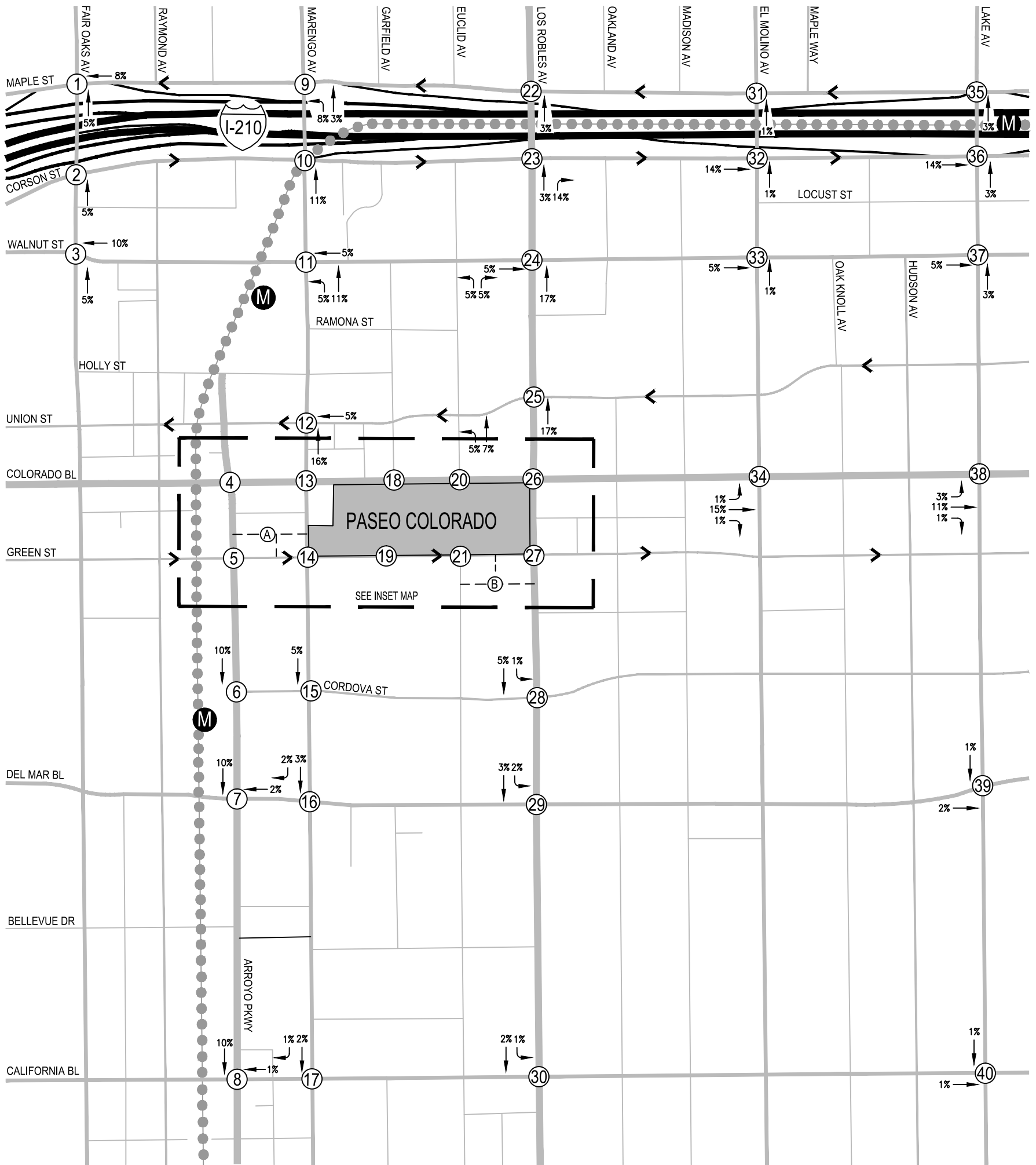
INSET MAP - PROJECT SITE



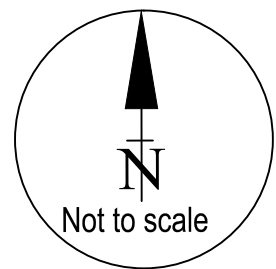
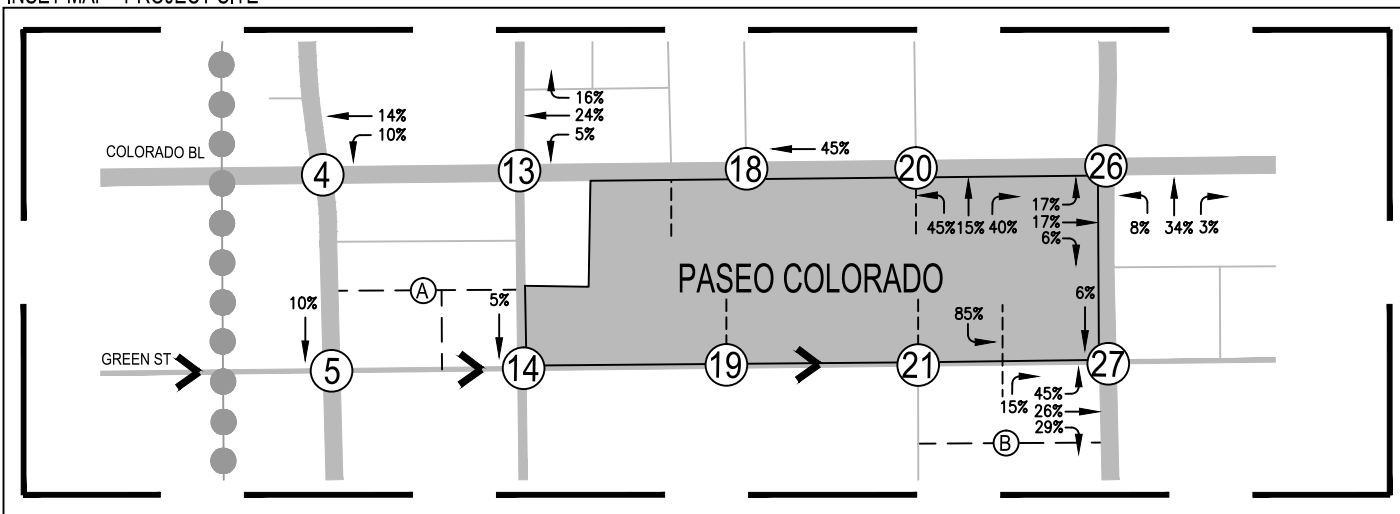
Legend :

- XX% - Percent Inbound
- # - Analyzed Intersection
- - Project Site
- M - Metro Gold Line Station
- A - Marengo Parking Structure
- B - Los Robles Parking Structure

**EXHIBIT 31
RESIDENTIAL - INBOUND TRIP DISTRIBUTION**



INSET MAP - PROJECT SITE



Legend :

- XX% - Percent Outbound
- # - Analyzed Intersection
- - Project Site
- M - Metro Gold Line Station
- Ⓐ - Marengo Parking Structure
- Ⓑ - Los Robles Parking Structure

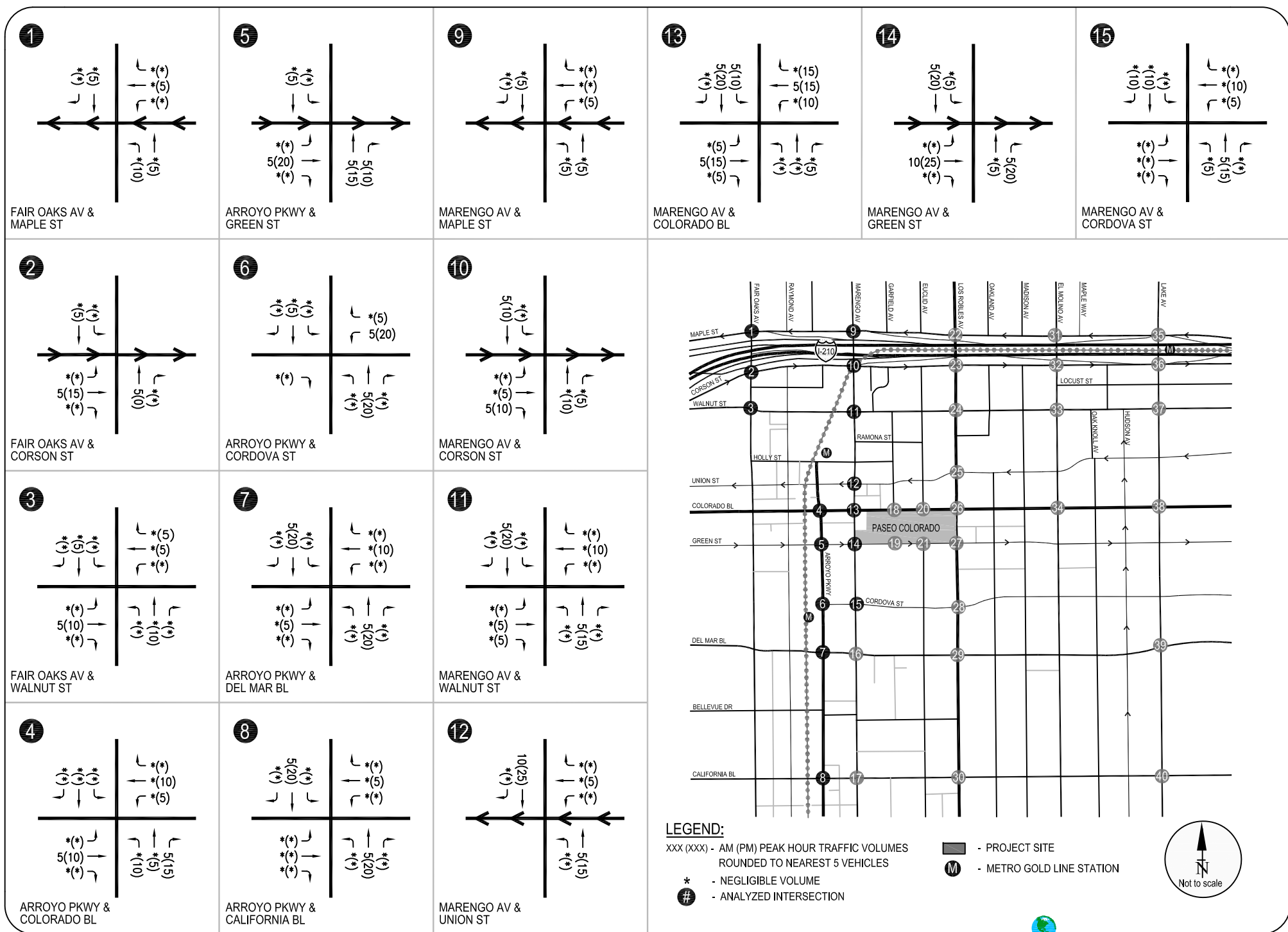
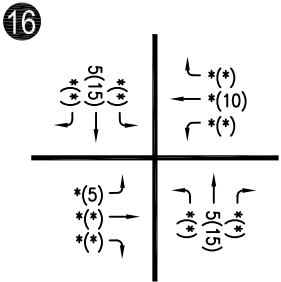
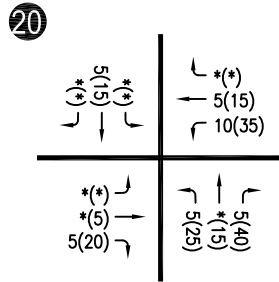


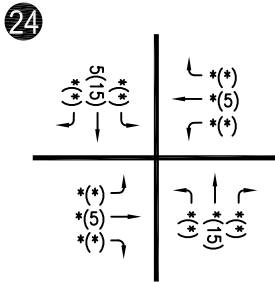
FIGURE G1
 VACANT RETAIL (NOT INCLUDING MACY'S) TRIPS PEAK HOUR TRAFFIC VOLUMES



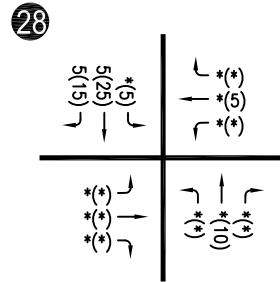
MARENGO AV & DEL MAR BL



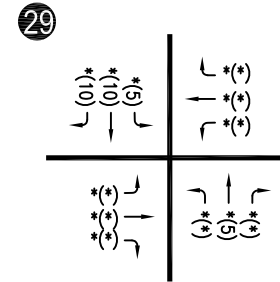
EUCLID AV / PASEO COLORADO DWY & COLORADO BL



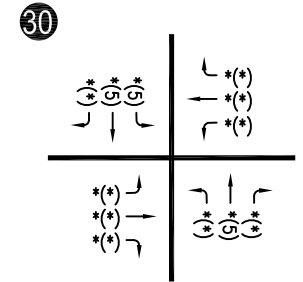
LOS ROBLES AV & WALNUT ST



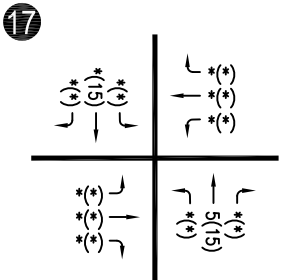
LOS ROBLES AV & CORDOVA ST



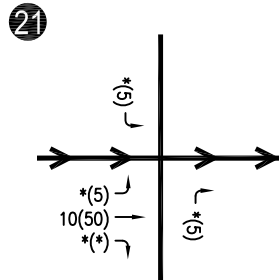
LOS ROBLES AV & DEL MAR BL



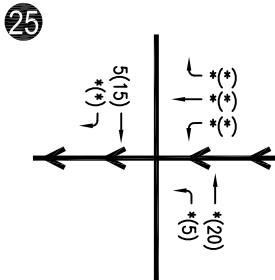
LOS ROBLES AV & CALIFORNIA BL



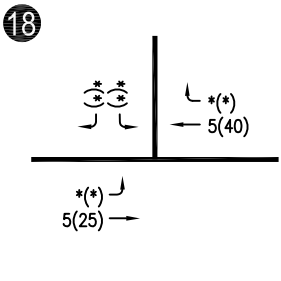
MARENGO AV & CALIFORNIA BL



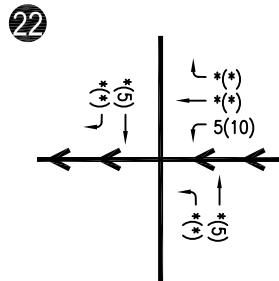
EUCLID AV / PASEO COLORADO DWY & GREEN ST



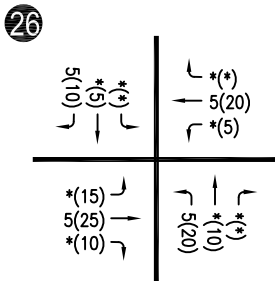
LOS ROBLES AV & UNION ST



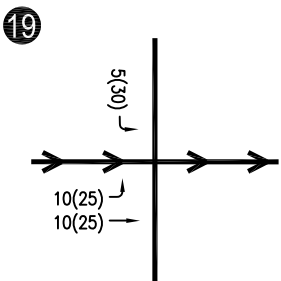
GARFIELD AV & COLORADO BL



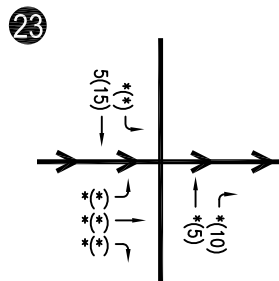
LOS ROBLES AV & MAPLE ST



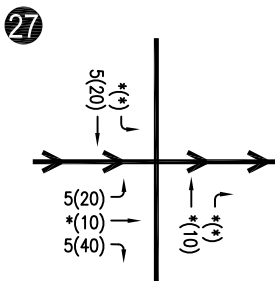
LOS ROBLES AV & COLORADO BL



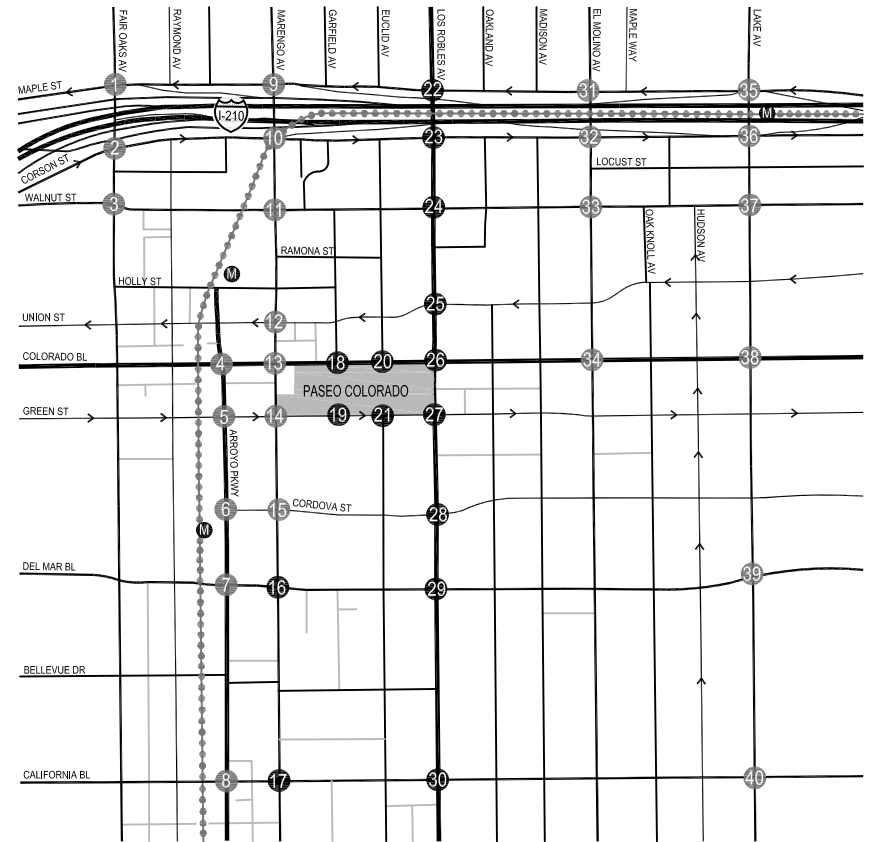
PASEO COLORADO DWY & GREEN ST



LOS ROBLES AV & CORSON ST



LOS ROBLES AV & GREEN ST



LEGEND:

xxx (xxx) - AM (PM) PEAK HOUR TRAFFIC VOLUMES
 ROUNDED TO NEAREST 5 VEHICLES

- * - NEGLIGIBLE VOLUME
- # - ANALYZED INTERSECTION

- - PROJECT SITE
- M - METRO GOLD LINE STATION

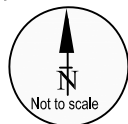
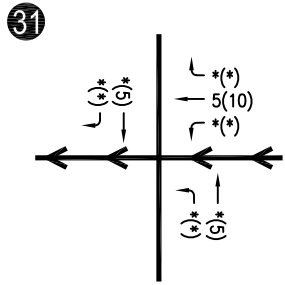
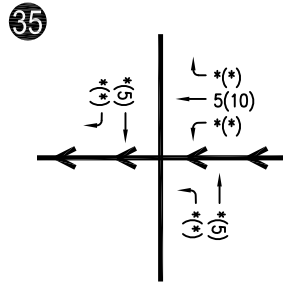


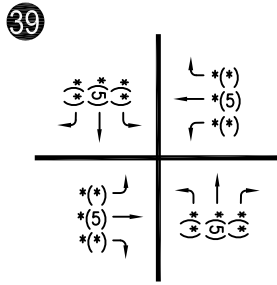
FIGURE G1 (CONTINUED)
 VACANT RETAIL (NOT INCLUDING MACY'S) TRIPS PEAK HOUR TRAFFIC VOLUMES



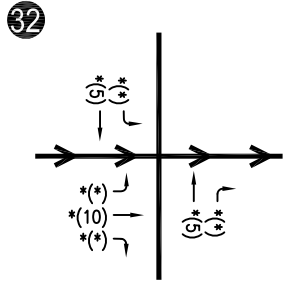
EL MOLINO AV & MAPLE ST



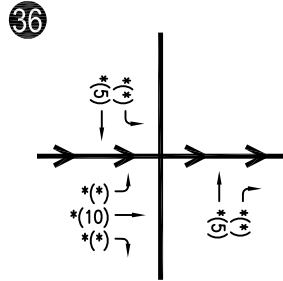
LAKE AV & MAPLE ST



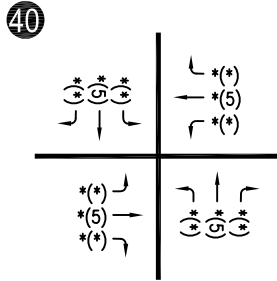
LAKE AV & DEL MAR BL



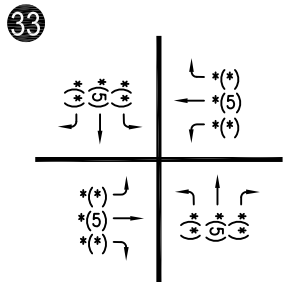
EL MOLINO AV & CORSON ST



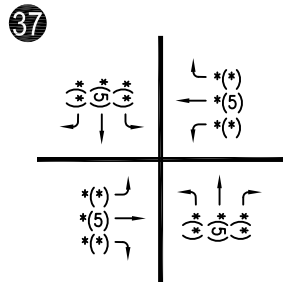
LAKE AV & CORSON ST



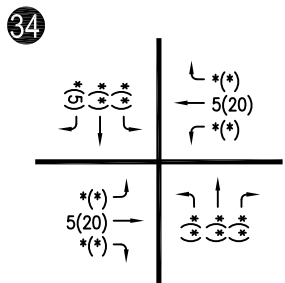
LAKE AV & CALIFORNIA BL



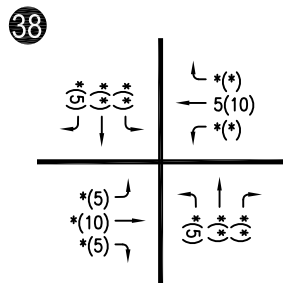
EL MOLINO AV & WALNUT ST



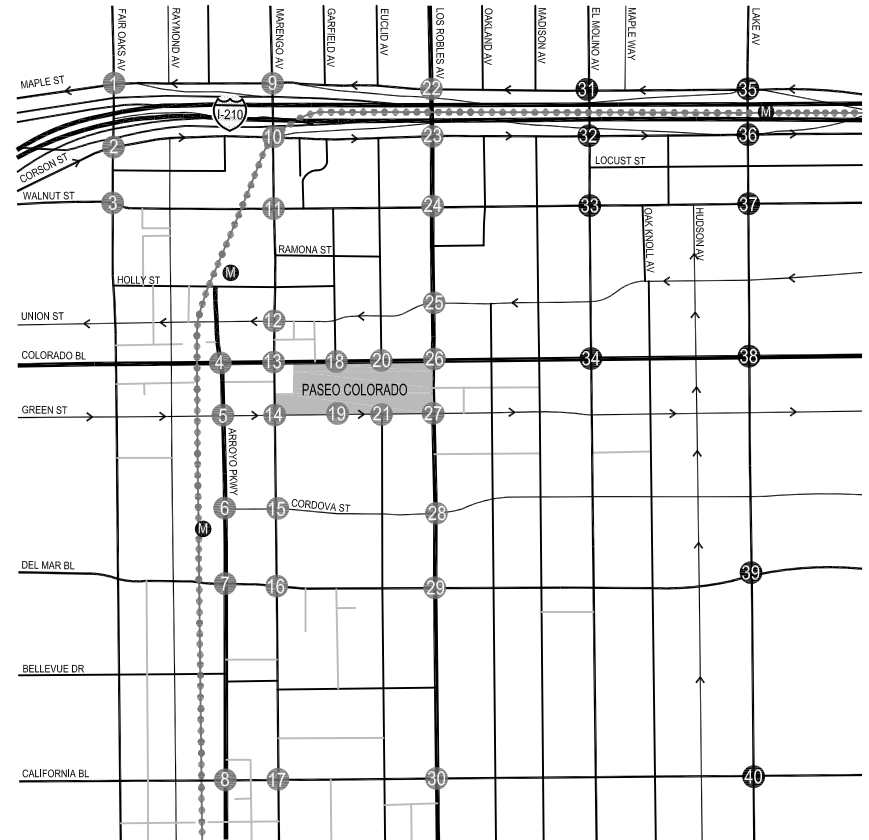
LAKE AV & WALNUT ST



EL MOLINO AV & COLORADO BL



LAKE AV & COLORADO BL



LEGEND:

xxx (xxx) - AM (PM) PEAK HOUR TRAFFIC VOLUMES
 ROUNDED TO NEAREST 5 VEHICLES

- * - NEGLIGIBLE VOLUME
- # - ANALYZED INTERSECTION

- - PROJECT SITE
- M - METRO GOLD LINE STATION



FIGURE G1 (CONTINUED)
 VACANT RETAIL (NOT INCLUDING MACY'S) TRIPS PEAK HOUR TRAFFIC VOLUMES

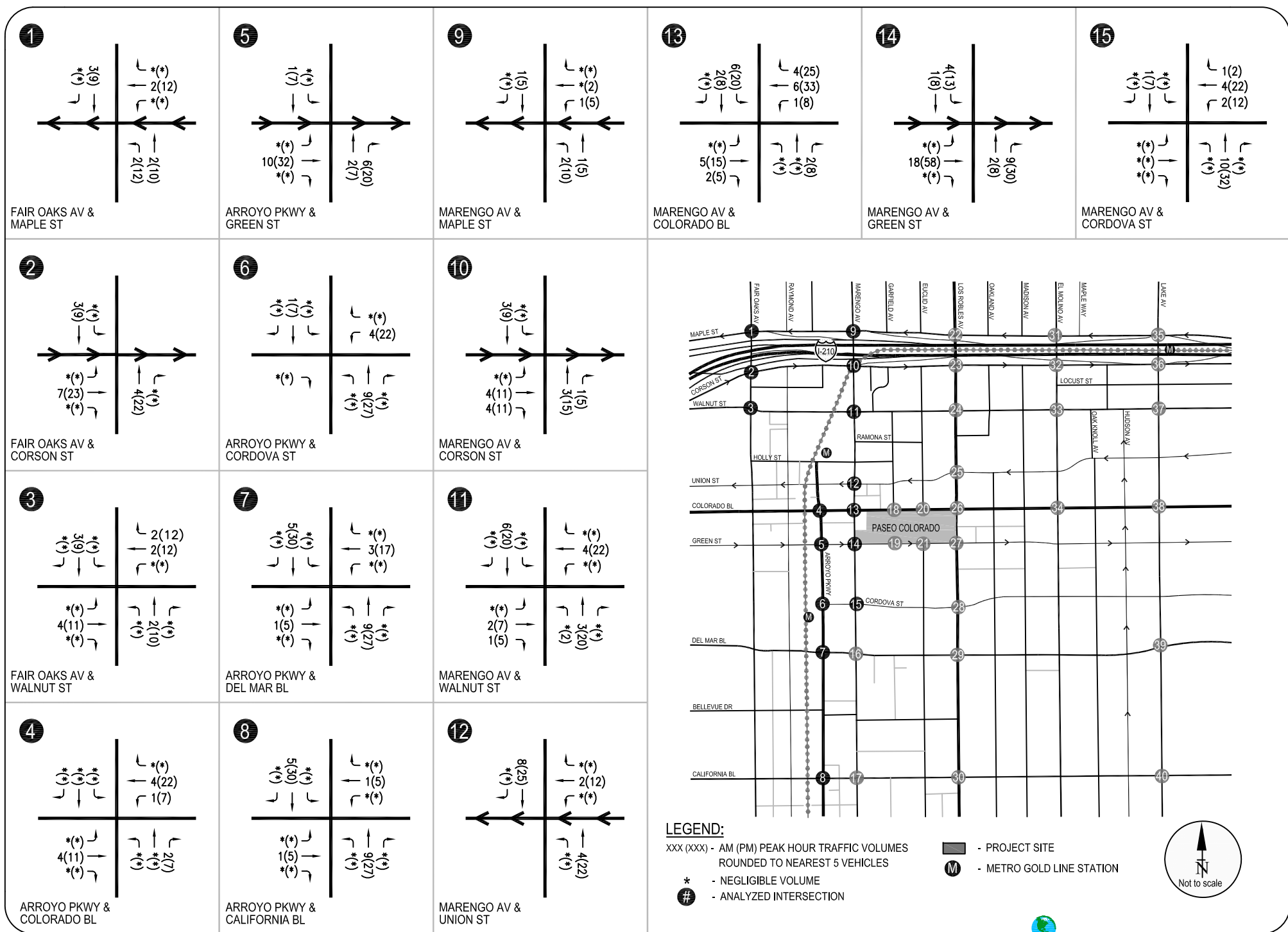
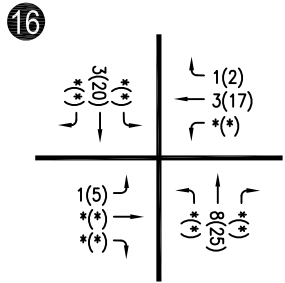
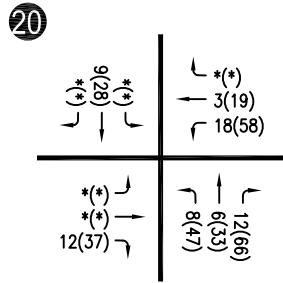


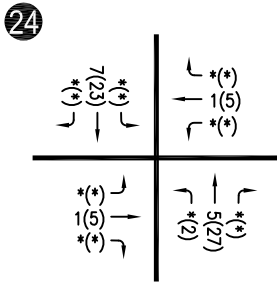
FIGURE G2
 MACY'S DEPARTMENT STORE TRIPS PEAK HOUR TRAFFIC VOLUMES



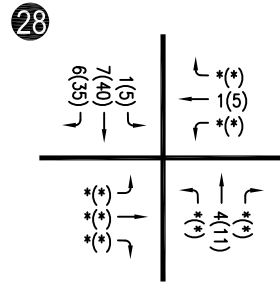
MARENGO AV & DEL MAR BL



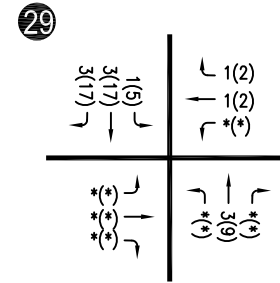
EUCLID AV / PASEO COLORADO DWY & COLORADO BL



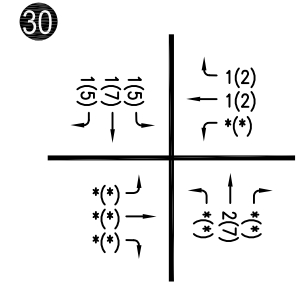
LOS ROBLES AV & WALNUT ST



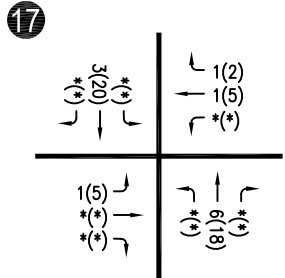
LOS ROBLES AV & CORDOVA ST



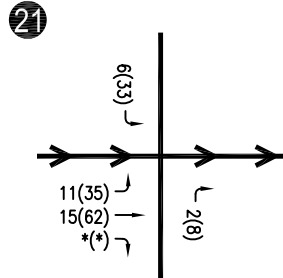
LOS ROBLES AV & DEL MAR BL



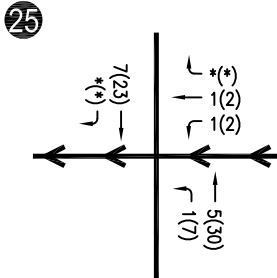
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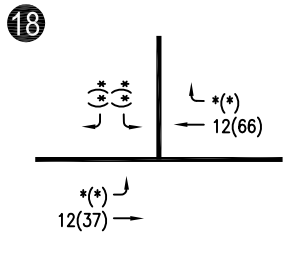
MARENGO AV & CALIFORNIA BL



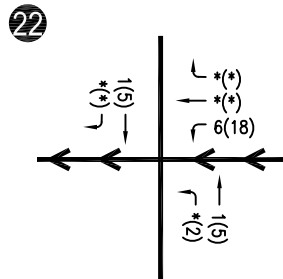
EUCLID AV / PASEO COLORADO DWY & GREEN ST



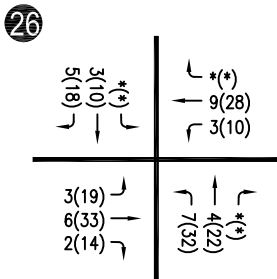
LOS ROBLES AV & UNION ST



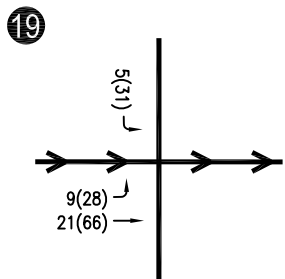
GARFIELD AV & COLORADO BL



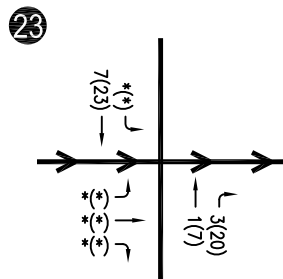
LOS ROBLES AV & MAPLE ST



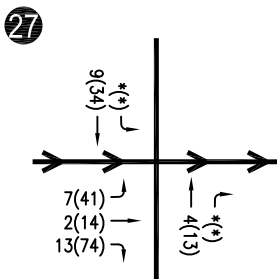
LOS ROBLES AV & COLORADO BL



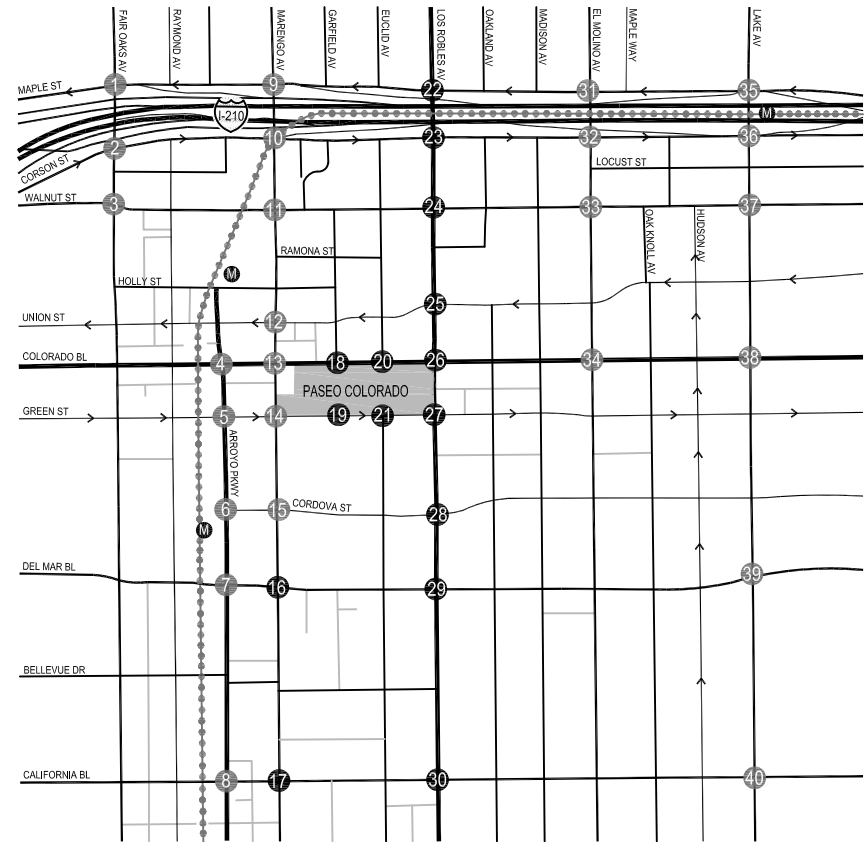
PASEO COLORADO DWY & GREEN ST



LOS ROBLES AV & CORSON ST

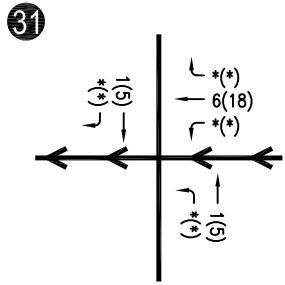


LOS ROBLES AV & GREEN ST

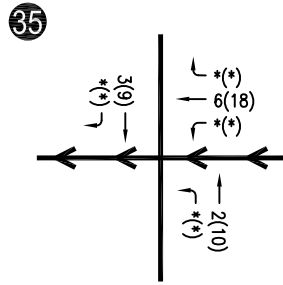


LEGEND:
 xxx (xxx) - AM (PM) PEAK HOUR TRAFFIC VOLUMES
 ROUNDED TO NEAREST 5 VEHICLES
 * - NEGLIGIBLE VOLUME
 # - ANALYZED INTERSECTION
 [Grey Box] - PROJECT SITE
 [M in Circle] - METRO GOLD LINE STATION
 [North Arrow] - Not to scale

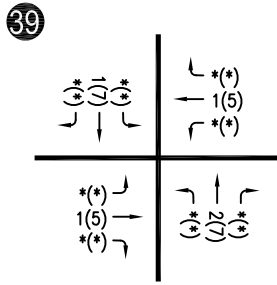
FIGURE G2 (CONTINUED)
 MACY'S DEPARTMENT STORE TRIPS PEAK HOUR TRAFFIC VOLUMES



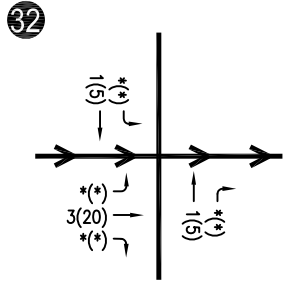
EL MOLINO AV & MAPLE ST



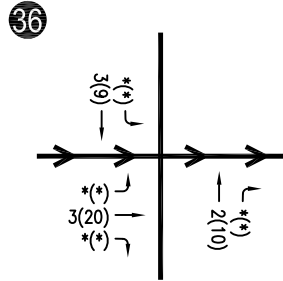
LAKE AV & MAPLE ST



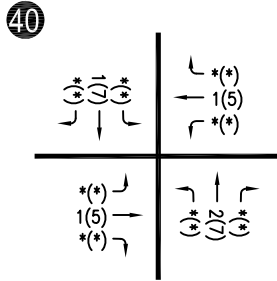
LAKE AV & DEL MAR BL



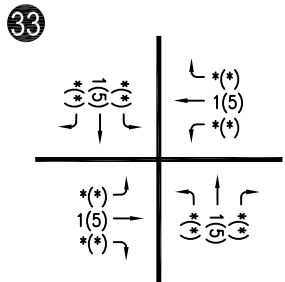
EL MOLINO AV & CORSON ST



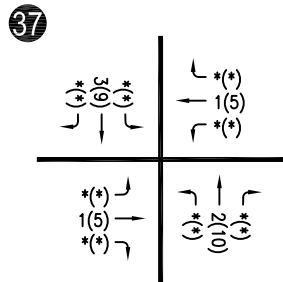
LAKE AV & CORSON ST



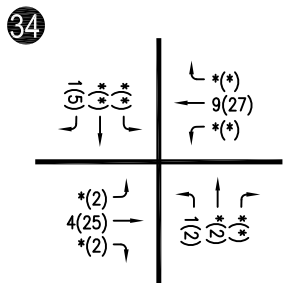
LAKE AV & CALIFORNIA BL



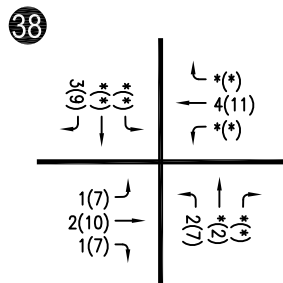
EL MOLINO AV & WALNUT ST



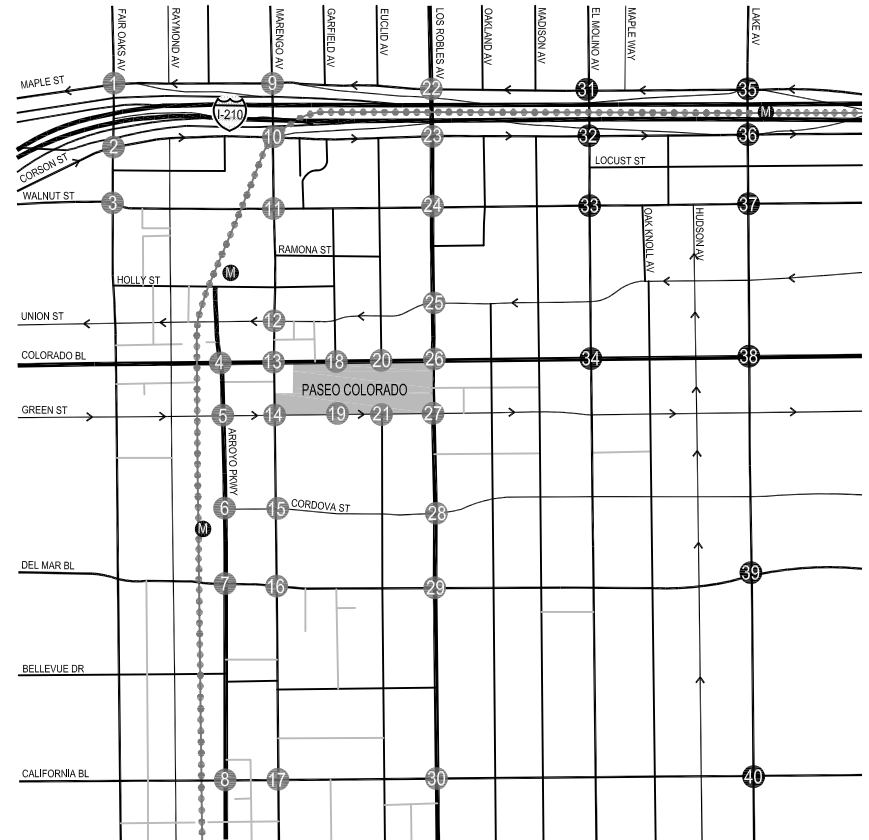
LAKE AV & WALNUT ST



EL MOLINO AV & COLORADO BL



LAKE AV & COLORADO BL



LEGEND:

xxx (xxx) - AM (PM) PEAK HOUR TRAFFIC VOLUMES
 ROUNDED TO NEAREST 5 VEHICLES

- * - NEGLIGIBLE VOLUME
- # - ANALYZED INTERSECTION

- - PROJECT SITE
- M - METRO GOLD LINE STATION



FIGURE G2 (CONTINUED)
 MACY'S DEPARTMENT STORE TRIPS PEAK HOUR TRAFFIC VOLUMES

APPENDIX H

ICU Worksheets - Baseline (2013) Conditions

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: FAIR OAKS AVENUE						
East/West Street: MAPLE STREET						
Scenario: BASELINE (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	420	0	0.000	N-S(1): 0.102
	TH	3.00	1,166	5,100	0.311 *	N-S(2): 0.401 *
	LT	0.00	0	0	0.000	E-W(1): 0.138 *
Westbound	RT	1.00	190	1,700	0.112	E-W(2): 0.136
	TH	1.99	464	3,400	0.136	
	LT	1.01	234	1,700	0.138 *	V/C: 0.539
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	348	3,400	0.102	
	LT	2.00	276	3,060	0.090 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.639
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	390	1,700	0.229 *	N-S(1): 0.266
	TH	3.00	682	3,400	0.201	N-S(2): 0.367 *
	LT	0.00	0	0	0.000	E-W(1): 0.121
Westbound	RT	1.00	208	1,700	0.122	E-W(2): 0.182 *
	TH	2.00	620	3,400	0.182 *	
	LT	1.00	206	1,700	0.121	V/C: 0.549
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	906	3,400	0.266	
	LT	2.00	421	3,060	0.138 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.648
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: FAIR OAKS AVENUE						
East/West Street: CORSON STREET						
Scenario: BASELINE (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.238 *
	TH	3.00	1,133	5,100	0.222	N-S(2): 0.222
	LT	1.00	264	1,700	0.155 *	E-W(1): 0.223 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.118
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.461
Northbound	RT	1.00	92	1,700	0.054	Lost Time: 0.100
	TH	3.00	422	5,100	0.083 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	342	1,700	0.201	ICU: 0.561
	TH	2.00	759	3,400	0.223 *	
	LT	1.00	201	1,700	0.118	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.306 *
	TH	3.00	652	5,100	0.128	N-S(2): 0.128
	LT	1.00	186	1,700	0.109 *	E-W(1): 0.218 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.213
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.524
Northbound	RT	1.00	256	1,700	0.151	Lost Time: 0.100
	TH	3.00	1,004	5,100	0.197 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	226	1,700	0.133	ICU: 0.624
	TH	2.00	742	3,400	0.218 *	
	LT	1.00	362	1,700	0.213	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: FAIR OAKS AVENUE						
East/West Street: WALNUT STREET						
Scenario: BASELINE (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	105	0	0.000	N-S(1): 0.260
	TH	3.00	1,090	5,100	0.234 *	N-S(2): 0.262 *
	LT	1.00	276	1,700	0.162	E-W(1): 0.260 *
Westbound	RT	1.00	134	1,700	0.000	E-W(2): 0.108
	TH	2.00	276	3,400	0.081	
	LT	1.00	92	1,700	0.054 *	V/C: 0.522
Northbound	RT	1.00	90	1,700	0.000	Lost Time: 0.100
	TH	2.00	332	3,400	0.098	
	LT	1.00	48	1,700	0.028 *	
Eastbound	RT	0.00	85	0	0.000	ICU: 0.622
	TH	2.00	615	3,400	0.206 *	
	LT	1.00	46	1,700	0.027	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	60	0	0.000	N-S(1): 0.368 *
	TH	3.00	653	5,100	0.140	N-S(2): 0.209
	LT	1.00	207	1,700	0.122 *	E-W(1): 0.202
Westbound	RT	1.00	249	1,700	0.025	E-W(2): 0.280 *
	TH	2.00	763	3,400	0.224 *	
	LT	1.00	78	1,700	0.046	V/C: 0.648
Northbound	RT	1.00	104	1,700	0.015	Lost Time: 0.100
	TH	2.00	836	3,400	0.246 *	
	LT	1.00	117	1,700	0.069	
Eastbound	RT	0.00	65	0	0.000	ICU: 0.748
	TH	2.00	466	3,400	0.156	
	LT	1.00	95	1,700	0.056 *	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: COLORADO BOULEVARD						
Scenario: BASELINE (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	8	1,700	0.000	N-S(1): 0.078
	TH	2.00	151	3,400	0.046 *	N-S(2): 0.104 *
	LT	0.00	4	1,700	0.002	E-W(1): 0.203 *
Westbound	RT	1.00	28	1,700	0.014	E-W(2): 0.115
	TH	2.00	343	3,400	0.101	
	LT	1.00	178	1,700	0.105 *	V/C: 0.307
Northbound	RT	1.00	195	1,700	0.010	Lost Time: 0.100
	TH	2.00	159	3,400	0.076	
	LT	0.00	98	1,700	0.058 *	
Eastbound	RT	0.00	48	0	0.000	ICU: 0.407
	TH	2.00	286	3,400	0.098 *	
	LT	1.00	24	1,700	0.014	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	38	1,700	0.011	N-S(1): 0.140
	TH	2.00	261	3,400	0.084 *	N-S(2): 0.182 *
	LT	0.00	23	1,700	0.014	E-W(1): 0.346 *
Westbound	RT	1.00	43	1,700	0.012	E-W(2): 0.195
	TH	2.00	625	3,400	0.184	
	LT	1.00	283	1,700	0.166 *	V/C: 0.528
Northbound	RT	1.00	213	1,700	0.000	Lost Time: 0.100
	TH	2.00	263	3,400	0.126	
	LT	0.00	167	1,700	0.098 *	
Eastbound	RT	0.00	62	0	0.000	ICU: 0.628
	TH	2.00	550	3,400	0.180 *	
	LT	1.00	19	1,700	0.011	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: GREEN STREET						
Scenario: BASELINE (2013) CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.156 *
	TH	2.00	282	3,400	0.083	N-S(2): 0.083
	LT	1.00	58	1,700	0.034 *	E-W(1): 0.079 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.013
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.235
Northbound	RT	2.00	368	3,400	0.108	Lost Time: 0.100
	TH	2.00	414	3,400	0.122 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	58	0	0.000	ICU: 0.335
	TH	4.00	454	6,800	0.079 *	
	LT	0.00	22	1,700	0.013	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.184 *
	TH	2.00	549	3,400	0.161	N-S(2): 0.161
	LT	1.00	48	1,700	0.028 *	E-W(1): 0.173 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.018
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.357
Northbound	RT	2.00	241	3,400	0.071	Lost Time: 0.100
	TH	2.00	531	3,400	0.156 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	72	0	0.000	ICU: 0.457
	TH	4.00	1,073	6,800	0.173 *	
	LT	0.00	30	1,700	0.018	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: CORDOVA STREET						
Scenario: BASELINE (2013) CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.173 *
	TH	2.00	319	3,400	0.094	N-S(2): 0.094
	LT	1.00	20	1,700	0.012 *	E-W(1): 0.100 *
Westbound	RT	1.00	109	1,700	0.052	E-W(2): 0.052
	TH	0.00	0	0	0.000	
	LT	2.00	306	3,060	0.100 *	V/C: 0.273
Northbound	RT	0.00	116	0	0.000	Lost Time: 0.100
	TH	3.00	707	5,100	0.161 *	
	LT	1.00	0	1,700	0.000	
Eastbound	RT	1.00	0	1,700	0.000	ICU: 0.373
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	3	0	0.000	N-S(1): 0.156
	TH	2.00	585	3,400	0.173 *	N-S(2): 0.174 *
	LT	1.00	29	1,700	0.017	E-W(1): 0.208 *
Westbound	RT	1.00	118	1,700	0.052	E-W(2): 0.052
	TH	0.00	0	0	0.000	
	LT	2.00	633	3,060	0.207 *	V/C: 0.382
Northbound	RT	0.00	116	0	0.000	Lost Time: 0.100
	TH	3.00	595	5,100	0.139	
	LT	1.00	1	1,700	0.001 *	
Eastbound	RT	1.00	3	1,700	0.001 *	ICU: 0.482
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	LOS: A

* = Critical Movement

Project:	PASEO COLORADO REDEVELOPMENT PROJECT					
North/South Street:	ARROYO PARKWAY					
East/West Street:	DEL MAR BOULEVARD					
Scenario:	BASELINE (2013) CONDITIONS					

Thru Lane:	1700 vph [1]	N-S Split Phase :	N
Left-Turn Lane:	1700 vph [1]	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	143	1,139	0.090	N-S(1): 0.221 * N-S(2): 0.175 E-W(1): 0.288 E-W(2): 0.305 * V/C: 0.526 Lost Time: 0.100
	TH	3.00	509	5,100	0.100	
	LT	1.00	67	1,700	0.039 *	
Westbound	RT	1.00	20	1,700	0.000	V/C: 0.526 Lost Time: 0.100
	TH	2.00	613	2,278	0.269 *	
	LT	1.00	197	1,700	0.116	
Northbound	RT	0.00	174	0	0.000	ICU: 0.626 LOS: B
	TH	3.00	755	5,100	0.182 *	
	LT	1.00	85	1,139	0.075	
Eastbound	RT	1.00	87	1,139	0.002	ICU: 0.626 LOS: B
	TH	2.00	392	2,278	0.172	
	LT	1.00	41	1,139	0.036 *	

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	240	1,139	0.169	N-S(1): 0.215 N-S(2): 0.297 * E-W(1): 0.376 * E-W(2): 0.274 V/C: 0.673 Lost Time: 0.100
	TH	3.00	952	5,100	0.187 *	
	LT	1.00	52	1,700	0.031	
Westbound	RT	1.00	33	1,700	0.000	V/C: 0.673 Lost Time: 0.100
	TH	2.00	530	2,278	0.233	
	LT	1.00	219	1,700	0.129 *	
Northbound	RT	0.00	226	0	0.000	ICU: 0.773 LOS: C
	TH	3.00	710	5,100	0.184	
	LT	1.00	125	1,139	0.110 *	
Eastbound	RT	1.00	121	1,139	0.000	ICU: 0.773 LOS: C
	TH	2.00	562	2,278	0.247 *	
	LT	1.00	47	1,139	0.041	

* = Critical Movement

[1] Capacity for approaches/movements delayed by the adjacent railroad crossing have been reduced to 1,139 vph.

Project:	PASEO COLORADO REDEVELOPMENT PROJECT					
North/South Street:	ARROYO PARKWAY					
East/West Street:	CALIFORNIA BOULEVARD					
Scenario:	BASELINE (2013) CONDITIONS					

Thru Lane:	1700 vph [1]	N-S Split Phase :	N
Left-Turn Lane:	1700 vph [1]	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	25	0	0.000	N-S(1): 0.236 N-S(2): 0.253 * E-W(1): 0.360 E-W(2): 0.363 * V/C: 0.616 Lost Time: 0.100
	TH	3.00	646	4,539	0.148 *	
	LT	1.00	30	1,700	0.018	
Westbound	RT	0.00	22	0	0.000	V/C: 0.616 Lost Time: 0.100
	TH	2.00	748	2,278	0.338 *	
	LT	1.00	322	1,700	0.189	
Northbound	RT	0.00	193	0	0.000	ICU: 0.716 LOS: C
	TH	3.00	921	5,100	0.218	
	LT	1.00	120	1,139	0.105 *	
Eastbound	RT	1.00	101	1,139	0.000	ICU: 0.716 LOS: C
	TH	2.00	390	2,278	0.171	
	LT	1.00	29	1,139	0.025 *	

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	90	0	0.000	N-S(1): 0.268 N-S(2): 0.379 * E-W(1): 0.476 * E-W(2): 0.321 V/C: 0.855 Lost Time: 0.100
	TH	3.00	1,140	4,539	0.271 *	
	LT	1.00	68	1,700	0.040	
Westbound	RT	0.00	70	0	0.000	V/C: 0.855 Lost Time: 0.100
	TH	2.00	489	2,278	0.245	
	LT	1.00	278	1,700	0.164 *	
Northbound	RT	0.00	275	0	0.000	ICU: 0.955 LOS: E
	TH	3.00	886	5,100	0.228	
	LT	1.00	123	1,139	0.108 *	
Eastbound	RT	1.00	124	1,139	0.001	ICU: 0.955 LOS: E
	TH	2.00	711	2,278	0.312 *	
	LT	1.00	87	1,139	0.076	

* = Critical Movement

[1] Capacity for approaches/movements delayed by the adjacent railroad crossing have been reduced to 1,139 vph.

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: MAPLE STREET						
Scenario: BASELINE (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	72	0	0.000	N-S(1): 0.058
	TH	2.00	579	3,400	0.191 *	N-S(2): 0.239 *
	LT	0.00	0	0	0.000	E-W(1): 0.266 *
Westbound	RT	0.00	55	0	0.000	E-W(2): 0.239
	TH	1.55	575	2,631	0.239	
	LT	1.45	591	2,222	0.266 *	V/C: 0.505
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	197	3,400	0.058	
	LT	1.00	81	1,700	0.048 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.605
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	39	0	0.000	N-S(1): 0.109
	TH	2.00	277	3,400	0.093 *	N-S(2): 0.216 *
	LT	0.00	0	0	0.000	E-W(1): 0.204
Westbound	RT	0.00	115	0	0.000	E-W(2): 0.263 *
	TH	2.00	778	3,400	0.263 *	
	LT	1.00	347	1,700	0.204	V/C: 0.479
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	369	3,400	0.109	
	LT	1.00	209	1,700	0.123 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.579
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: CORSON STREET						
Scenario: BASELINE (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.257 *
	TH	2.00	875	3,400	0.257 *	N-S(2): 0.257 *
	LT	1.00	306	1,700	0.180 *	E-W(1): 0.185 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.022
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.442
Northbound	RT	2.00	261	3,400	0.077 *	Lost Time: 0.100
	TH	2.00	223	3,400	0.066	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	180	0	0.000	ICU: 0.542
	TH	3.00	727	5,100	0.185 *	
	LT	0.00	38	1,700	0.022	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.191 *
	TH	2.00	490	3,400	0.144	N-S(2): 0.144
	LT	1.00	110	1,700	0.065 *	E-W(1): 0.235 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.066
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.426
Northbound	RT	1.74	373	2,953	0.126	Lost Time: 0.100
	TH	2.26	486	3,847	0.126 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	124	0	0.000	ICU: 0.526
	TH	3.00	964	5,100	0.235 *	
	LT	0.00	113	1,700	0.066	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: WALNUT STREET						
Scenario: BASELINE (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	131	0	0.000	N-S(1): 0.180
	TH	2.00	916	3,400	0.308 *	N-S(2): 0.357 *
	LT	1.00	85	1,700	0.050	E-W(1): 0.265 *
Westbound	RT	1.00	46	1,700	0.000	E-W(2): 0.146
	TH	2.00	425	3,400	0.125	
	LT	1.00	66	1,700	0.039 *	V/C: 0.622
Northbound	RT	1.00	90	1,700	0.014	Lost Time: 0.100
	TH	2.00	441	3,400	0.130	
	LT	1.00	83	1,700	0.049 *	
Eastbound	RT	0.00	149	0	0.000	ICU: 0.722
	TH	2.00	618	3,400	0.226 *	
	LT	1.00	36	1,700	0.021	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	64	0	0.000	N-S(1): 0.252 *
	TH	2.00	506	3,400	0.168	N-S(2): 0.245
	LT	1.00	67	1,700	0.039 *	E-W(1): 0.343 *
Westbound	RT	1.00	92	1,700	0.015	E-W(2): 0.281
	TH	2.00	835	3,400	0.246	
	LT	1.00	101	1,700	0.059 *	V/C: 0.595
Northbound	RT	1.00	126	1,700	0.015	Lost Time: 0.100
	TH	2.00	725	3,400	0.213 *	
	LT	1.00	131	1,700	0.077	
Eastbound	RT	0.00	92	0	0.000	ICU: 0.695
	TH	2.00	874	3,400	0.284 *	
	LT	1.00	60	1,700	0.035	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: UNION STREET						
Scenario: BASELINE (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	91	0	0.000	N-S(1): 0.164
	TH	2.00	621	3,400	0.209 *	N-S(2): 0.248 *
	LT	0.00	0	0	0.000	E-W(1): 0.019
Westbound	RT	0.00	25	0	0.000	E-W(2): 0.075 *
	TH	3.00	327	5,100	0.075 *	
	LT	0.00	32	1,700	0.019	V/C: 0.323
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	559	3,400	0.164	
	LT	1.00	66	1,700	0.039 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.423
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	61	0	0.000	N-S(1): 0.165
	TH	2.00	571	3,400	0.186 *	N-S(2): 0.211 *
	LT	0.00	0	0	0.000	E-W(1): 0.064
Westbound	RT	0.00	87	0	0.000	E-W(2): 0.200 *
	TH	3.00	826	5,100	0.200 *	
	LT	0.00	109	1,700	0.064	V/C: 0.411
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	561	3,400	0.165	
	LT	1.00	42	1,700	0.025 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.511
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: BASELINE (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	75	0	0.000	N-S(1): 0.158
	TH	2.00	553	3,400	0.185 *	N-S(2): 0.209 *
	LT	1.00	35	1,700	0.021	E-W(1): 0.175 *
Westbound	RT	1.00	32	1,700	0.000	E-W(2): 0.151
	TH	2.00	420	3,400	0.124	
	LT	1.00	98	1,700	0.058 *	V/C: 0.384
Northbound	RT	1.00	42	1,700	0.000	Lost Time: 0.100
	TH	2.00	466	3,400	0.137	
	LT	1.00	41	1,700	0.024 *	
Eastbound	RT	1.00	37	1,700	0.000	ICU: 0.484
	TH	2.00	398	3,400	0.117 *	
	LT	1.00	46	1,700	0.027	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	75	0	0.000	N-S(1): 0.221
	TH	2.00	579	3,400	0.192 *	N-S(2): 0.224 *
	LT	1.00	118	1,700	0.069	E-W(1): 0.262
Westbound	RT	1.00	59	1,700	0.000	E-W(2): 0.280 *
	TH	2.00	805	3,400	0.237 *	
	LT	1.00	103	1,700	0.061	V/C: 0.504
Northbound	RT	1.00	76	1,700	0.000	Lost Time: 0.100
	TH	2.00	518	3,400	0.152	
	LT	1.00	54	1,700	0.032 *	
Eastbound	RT	1.00	35	1,700	0.000	ICU: 0.604
	TH	2.00	682	3,400	0.201	
	LT	1.00	73	1,700	0.043 *	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: GREEN STREET						
Scenario: BASELINE (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.289 *
	TH	2.00	415	3,400	0.122	N-S(2): 0.122
	LT	1.00	241	1,700	0.142 *	E-W(1): 0.119 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.046
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.408
Northbound	RT	1.00	115	1,700	0.068	Lost Time: 0.100
	TH	2.00	499	3,400	0.147 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	82	0	0.000	ICU: 0.508
	TH	4.00	725	6,800	0.119 *	
	LT	1.00	78	1,700	0.046	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.242 *
	TH	2.00	552	3,400	0.162	N-S(2): 0.162
	LT	1.00	169	1,700	0.099 *	E-W(1): 0.173 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.101
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.415
Northbound	RT	1.00	243	1,700	0.143 *	Lost Time: 0.100
	TH	2.00	462	3,400	0.136	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	224	0	0.000	ICU: 0.515
	TH	4.00	949	6,800	0.173 *	
	LT	1.00	171	1,700	0.101	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: CORDOVA STREET						
Scenario: BASELINE (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	60	1,700	0.025	N-S(1): 0.346 *
	TH	1.00	392	1,700	0.231	N-S(2): 0.259
	LT	1.00	79	1,700	0.046 *	E-W(1): 0.072
Westbound	RT	0.00	166	0	0.000	E-W(2): 0.154 *
	TH	2.00	319	3,400	0.143 *	
	LT	1.00	56	1,700	0.033	V/C: 0.500
Northbound	RT	1.00	57	1,700	0.001	Lost Time: 0.100
	TH	1.00	510	1,700	0.300 *	
	LT	1.00	48	1,700	0.028	
Eastbound	RT	0.00	16	0	0.000	ICU: 0.600
	TH	2.00	118	3,400	0.039	
	LT	1.00	18	1,700	0.011 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	159	1,700	0.085	N-S(1): 0.311
	TH	1.00	552	1,700	0.325 *	N-S(2): 0.340 *
	LT	1.00	73	1,700	0.043	E-W(1): 0.118
Westbound	RT	0.00	159	0	0.000	E-W(2): 0.214 *
	TH	2.00	539	3,400	0.205 *	
	LT	1.00	127	1,700	0.075	V/C: 0.554
Northbound	RT	1.00	67	1,700	0.000	Lost Time: 0.100
	TH	1.00	455	1,700	0.268	
	LT	1.00	25	1,700	0.015 *	
Eastbound	RT	0.00	21	0	0.000	ICU: 0.654
	TH	2.00	126	3,400	0.043	
	LT	1.00	15	1,700	0.009 *	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: DEL MAR BOULEVARD						
Scenario: BASELINE (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	60	1,700	0.035	N-S(1): 0.325 *
	TH	1.00	366	1,700	0.215	N-S(2): 0.278
	LT	1.00	67	1,700	0.039 *	E-W(1): 0.234 *
Westbound	RT	0.00	59	0	0.000	E-W(2): 0.234 *
	TH	2.00	664	3,400	0.213 *	
	LT	1.00	120	1,700	0.071 *	V/C: 0.559
Northbound	RT	1.00	95	1,700	0.000	Lost Time: 0.100
	TH	1.00	486	1,700	0.286 *	
	LT	1.00	107	1,700	0.063	
Eastbound	RT	0.00	50	0	0.000	ICU: 0.659
	TH	2.00	504	3,400	0.163 *	
	LT	1.00	35	1,700	0.021 *	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	83	1,700	0.049	N-S(1): 0.285
	TH	1.00	557	1,700	0.328 *	N-S(2): 0.368 *
	LT	1.00	71	1,700	0.042	E-W(1): 0.290 *
Westbound	RT	0.00	40	0	0.000	E-W(2): 0.224
	TH	2.00	626	3,400	0.196	
	LT	1.00	110	1,700	0.065 *	V/C: 0.658
Northbound	RT	1.00	115	1,700	0.003	Lost Time: 0.100
	TH	1.00	413	1,700	0.243	
	LT	1.00	68	1,700	0.040 *	
Eastbound	RT	0.00	78	0	0.000	ICU: 0.758
	TH	2.00	687	3,400	0.225 *	
	LT	1.00	47	1,700	0.028	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: CALIFORNIA BOULEVARD						
Scenario: BASELINE (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	65	1,700	0.011	N-S(1): 0.271
	TH	1.00	420	1,700	0.247 *	N-S(2): 0.303 *
	LT	1.00	29	1,700	0.017	E-W(1): 0.166
Westbound	RT	0.00	40	0	0.000	E-W(2): 0.318 *
	TH	2.00	950	3,400	0.291 *	V/C: 0.621
	LT	1.00	2	1,700	0.001	Lost Time: 0.100
Northbound	RT	1.00	73	1,700	0.042	ICU: 0.721
	TH	1.00	431	1,700	0.254	
	LT	1.00	95	1,700	0.056 *	
Eastbound	RT	0.00	64	0	0.000	LOS: C
	TH	2.00	498	3,400	0.165	
	LT	1.00	46	1,700	0.027 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	72	1,700	0.009	N-S(1): 0.316
	TH	1.00	554	1,700	0.326 *	N-S(2): 0.362 *
	LT	1.00	64	1,700	0.038	E-W(1): 0.313 *
Westbound	RT	0.00	44	0	0.000	E-W(2): 0.254
	TH	2.00	703	3,400	0.220	V/C: 0.675
	LT	1.00	38	1,700	0.022 *	Lost Time: 0.100
Northbound	RT	1.00	190	1,700	0.089	ICU: 0.775
	TH	1.00	473	1,700	0.278	
	LT	1.00	61	1,700	0.036 *	
Eastbound	RT	0.00	77	0	0.000	LOS: C
	TH	2.00	911	3,400	0.291 *	
	LT	1.00	57	1,700	0.034	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: GARFIELD AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: BASELINE (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	24	1,700	0.000	N-S(1): 0.009 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	16	1,700	0.009 *	E-W(1): 0.151
Westbound	RT	1.00	30	1,700	0.008	E-W(2): 0.184 *
	TH	2.00	554	3,400	0.163 *	V/C: 0.193
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	ICU: 0.293
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	LOS: A
	TH	2.00	512	3,400	0.151	
	LT	1.00	36	1,700	0.021 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	48	1,700	0.010	N-S(1): 0.046 *
	TH	0.00	0	0	0.000	N-S(2): 0.010
	LT	1.00	79	1,700	0.046 *	E-W(1): 0.226
Westbound	RT	1.00	34	1,700	0.000	E-W(2): 0.261 *
	TH	2.00	825	3,400	0.243 *	V/C: 0.307
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	ICU: 0.407
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	LOS: A
	TH	2.00	769	3,400	0.226	
	LT	1.00	31	1,700	0.018 *	

* = Critical Movement

Project:	PASEO COLORADO REDEVELOPMENT PROJECT
North/South Street:	GARFIELD AVENUE
East/West Street:	GREEN STREET
Scenario:	BASELINE (2013) CONDITIONS

Thru Lane:	1700 vph	N-S Split Phase :	N
Left-Turn Lane:	1700 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.029 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	50	1,700	0.029 *	E-W(1): 0.165 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.119
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.194
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.294
	TH	4.00	918	6,800	0.165 *	
	LT	0.00	203	1,700	0.119	LOS: A

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.116 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	198	1,700	0.116 *	E-W(1): 0.207 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.091
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.323
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.423
	TH	4.00	1,254	6,800	0.207 *	
	LT	0.00	155	1,700	0.091	LOS: A

* = Critical Movement

Project:	PASEO COLORADO REDEVELOPMENT PROJECT
North/South Street:	EUCLID AVENUE
East/West Street:	COLORADO BOULEVARD
Scenario:	BASELINE (2013) CONDITIONS

Thru Lane:	1700 vph	N-S Split Phase :	N
Left-Turn Lane:	1700 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	21	0	0.000	N-S(1): 0.027
	TH	1.00	12	1,700	0.019 *	N-S(2): 0.028 *
	LT	1.00	22	1,700	0.013	E-W(1): 0.159
Westbound	RT	1.00	32	1,700	0.006	E-W(2): 0.203 *
	TH	2.00	567	3,400	0.167 *	
	LT	1.00	55	1,700	0.032	V/C: 0.231
Northbound	RT	1.00	19	1,700	0.000	Lost Time: 0.100
	TH	1.00	8	1,700	0.014	
	LT	0.00	15	1,700	0.009 *	
Eastbound	RT	1.00	24	1,700	0.005	ICU: 0.331
	TH	2.00	432	3,400	0.127	
	LT	1.00	62	1,700	0.036 *	LOS: A

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	36	0	0.000	N-S(1): 0.140 *
	TH	1.00	49	1,700	0.050	N-S(2): 0.099
	LT	1.00	91	1,700	0.054 *	E-W(1): 0.295 *
Westbound	RT	1.00	39	1,700	0.000	E-W(2): 0.253
	TH	2.00	798	3,400	0.235	
	LT	1.00	129	1,700	0.076 *	V/C: 0.435
Northbound	RT	1.00	114	1,700	0.000	Lost Time: 0.100
	TH	1.00	62	1,700	0.086 *	
	LT	0.00	84	1,700	0.049	
Eastbound	RT	1.00	95	1,700	0.006	ICU: 0.535
	TH	2.00	743	3,400	0.219 *	
	LT	1.00	30	1,700	0.018	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EUCLID AVENUE						
East/West Street: GREEN STREET						
Scenario: BASELINE (2013) CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.038 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	14	1,700	0.008 *	E-W(1): 0.145 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.004
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.183
Northbound	RT	1.00	51	1,700	0.030 *	Lost Time: 0.100
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	65	0	0.000	ICU: 0.283
	TH	4.00	919	6,800	0.145 *	
	LT	1.00	7	1,700	0.004	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.058 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	24	1,700	0.014 *	E-W(1): 0.210 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.019
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.268
Northbound	RT	1.00	74	1,700	0.044 *	Lost Time: 0.100
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	77	0	0.000	ICU: 0.368
	TH	4.00	1,350	6,800	0.210 *	
	LT	1.00	32	1,700	0.019	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: MAPLE STREET						
Scenario: BASELINE (2013) CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	137	0	0.000	N-S(1): 0.097
	TH	2.00	615	3,400	0.221 *	N-S(2): 0.275 *
	LT	0.00	0	0	0.000	E-W(1): 0.154
Westbound	RT	0.00	51	0	0.000	E-W(2): 0.176 *
	TH	2.00	285	3,400	0.176 *	
	LT	0.00	261	1,700	0.154	V/C: 0.451
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	331	3,400	0.097	
	LT	1.00	92	1,700	0.054 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.551
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	89	0	0.000	N-S(1): 0.211
	TH	2.00	452	3,400	0.159 *	N-S(2): 0.315 *
	LT	0.00	0	0	0.000	E-W(1): 0.060
Westbound	RT	0.00	83	0	0.000	E-W(2): 0.152 *
	TH	2.00	332	3,400	0.152 *	
	LT	0.00	102	1,700	0.060	V/C: 0.467
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	718	3,400	0.211	
	LT	1.00	266	1,700	0.156 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.567
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: CORSON STREET						
Scenario: BASELINE (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.155
	TH	2.00	847	3,400	0.249 *	N-S(2): 0.249 *
	LT	1.00	81	1,700	0.048	E-W(1): 0.152 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.023
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.401
Northbound	RT	1.00	121	1,700	0.071	Lost Time: 0.100
	TH	2.00	364	3,400	0.107	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	259	1,700	0.152 *	ICU: 0.501
	TH	2.00	172	1,700	0.124	
	LT	0.00	39	1,700	0.023	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.260 *
	TH	2.00	508	3,400	0.149	N-S(2): 0.149
	LT	1.00	38	1,700	0.022 *	E-W(1): 0.266 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.102
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.526
Northbound	RT	1.00	196	1,700	0.115	Lost Time: 0.100
	TH	2.00	809	3,400	0.238 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	135	0	0.000	ICU: 0.626
	TH	2.00	595	3,400	0.266 *	
	LT	0.00	174	1,700	0.102	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: WALNUT STREET						
Scenario: BASELINE (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	109	1,700	0.022	N-S(1): 0.186
	TH	2.00	777	3,400	0.229 *	N-S(2): 0.301 *
	LT	1.00	88	1,700	0.052	E-W(1): 0.164
Westbound	RT	0.00	105	0	0.000	E-W(2): 0.219 *
	TH	2.00	497	3,400	0.177 *	
	LT	1.00	91	1,700	0.054	V/C: 0.520
Northbound	RT	1.00	73	1,700	0.000	Lost Time: 0.100
	TH	2.00	457	3,400	0.134	
	LT	1.00	122	1,700	0.072 *	
Eastbound	RT	1.00	152	1,700	0.018	ICU: 0.620
	TH	2.00	375	3,400	0.110	
	LT	1.00	72	1,700	0.042 *	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	117	1,700	0.007	N-S(1): 0.287 *
	TH	2.00	521	3,400	0.153	N-S(2): 0.241
	LT	1.00	91	1,700	0.054 *	E-W(1): 0.223
Westbound	RT	0.00	179	0	0.000	E-W(2): 0.301 *
	TH	2.00	632	3,400	0.239 *	
	LT	1.00	72	1,700	0.042	V/C: 0.588
Northbound	RT	1.00	114	1,700	0.025	Lost Time: 0.100
	TH	2.00	791	3,400	0.233 *	
	LT	1.00	150	1,700	0.088	
Eastbound	RT	1.00	132	1,700	0.000	ICU: 0.688
	TH	2.00	615	3,400	0.181	
	LT	1.00	105	1,700	0.062 *	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: UNION STREET						
Scenario: BASELINE (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	328	1,700	0.193	N-S(1): 0.153
	TH	2.00	658	3,400	0.194 *	N-S(2): 0.272 *
	LT	0.00	0	0	0.000	E-W(1): 0.031
Westbound	RT	1.00	97	1,700	0.057	E-W(2): 0.099 *
	TH	3.00	503	5,100	0.099 *	
	LT	1.00	53	1,700	0.031	V/C: 0.371
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	519	3,400	0.153	
	LT	1.00	132	1,700	0.078 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.471
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	195	1,700	0.115	N-S(1): 0.260 *
	TH	2.00	576	3,400	0.169	N-S(2): 0.232
	LT	0.00	0	0	0.000 *	E-W(1): 0.061
Westbound	RT	1.00	218	1,700	0.128 *	E-W(2): 0.128 *
	TH	3.00	559	5,100	0.110	
	LT	1.00	103	1,700	0.061	V/C: 0.388
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	884	3,400	0.260 *	
	LT	1.00	107	1,700	0.063	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.488
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: BASELINE (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	100	1,700	0.008	N-S(1): 0.221 *
	TH	2.00	544	3,400	0.160	N-S(2): 0.218
	LT	1.00	85	1,700	0.050 *	E-W(1): 0.142
Westbound	RT	1.00	71	1,700	0.000	E-W(2): 0.190 *
	TH	2.00	473	3,400	0.139 *	
	LT	1.00	63	1,700	0.037	V/C: 0.411
Northbound	RT	1.00	72	1,700	0.005	Lost Time: 0.100
	TH	2.00	582	3,400	0.171 *	
	LT	1.00	99	1,700	0.058	
Eastbound	RT	1.00	44	1,700	0.000	ICU: 0.511
	TH	2.00	358	3,400	0.105	
	LT	1.00	87	1,700	0.051 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	122	1,700	0.015	N-S(1): 0.268 *
	TH	2.00	532	3,400	0.156	N-S(2): 0.248
	LT	1.00	101	1,700	0.059 *	E-W(1): 0.254
Westbound	RT	1.00	100	1,700	0.000	E-W(2): 0.276 *
	TH	2.00	745	3,400	0.219 *	
	LT	1.00	53	1,700	0.031	V/C: 0.544
Northbound	RT	1.00	71	1,700	0.011	Lost Time: 0.100
	TH	2.00	709	3,400	0.209 *	
	LT	1.00	157	1,700	0.092	
Eastbound	RT	1.00	130	1,700	0.000	ICU: 0.644
	TH	2.00	757	3,400	0.223	
	LT	1.00	97	1,700	0.057 *	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: GREEN STREET						
Scenario: BASELINE (2013) CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.274 *
	TH	2.00	507	3,400	0.149	N-S(2): 0.149
	LT	1.00	151	1,700	0.089 *	E-W(1): 0.149 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.095
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.423
Northbound	RT	0.00	44	0	0.000	Lost Time: 0.100
	TH	2.00	586	3,400	0.185 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	62	1,700	0.036	ICU: 0.523
	TH	3.00	761	5,100	0.149 *	
	LT	1.00	162	1,700	0.095	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.261 *
	TH	2.00	608	3,400	0.179	N-S(2): 0.179
	LT	1.00	97	1,700	0.057 *	E-W(1): 0.199 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.156
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.460
Northbound	RT	0.00	28	0	0.000	Lost Time: 0.100
	TH	2.00	665	3,400	0.204 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	169	1,700	0.099	ICU: 0.560
	TH	3.00	1,017	5,100	0.199 *	
	LT	1.00	265	1,700	0.156	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: CORDOVA STREET						
Scenario: BASELINE (2013) CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	141	0	0.000	N-S(1): 0.240 *
	TH	2.00	339	3,400	0.141	N-S(2): 0.178
	LT	1.00	91	1,700	0.054 *	E-W(1): 0.076
Westbound	RT	0.00	73	0	0.000	E-W(2): 0.160 *
	TH	2.00	387	3,400	0.135 *	
	LT	1.00	39	1,700	0.023	V/C: 0.400
Northbound	RT	0.00	57	0	0.000	Lost Time: 0.100
	TH	2.00	574	3,400	0.186 *	
	LT	1.00	63	1,700	0.037	
Eastbound	RT	0.00	14	0	0.000	ICU: 0.500
	TH	2.00	165	3,400	0.053	
	LT	1.00	42	1,700	0.025 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	179	0	0.000	N-S(1): 0.214
	TH	2.00	540	3,400	0.211 *	N-S(2): 0.220 *
	LT	1.00	101	1,700	0.059	E-W(1): 0.139
Westbound	RT	0.00	86	0	0.000	E-W(2): 0.211 *
	TH	2.00	547	3,400	0.186 *	
	LT	1.00	98	1,700	0.058	V/C: 0.431
Northbound	RT	0.00	32	0	0.000	Lost Time: 0.100
	TH	2.00	494	3,400	0.155	
	LT	1.00	16	1,700	0.009 *	
Eastbound	RT	0.00	34	0	0.000	ICU: 0.531
	TH	2.00	242	3,400	0.081	
	LT	1.00	43	1,700	0.025 *	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: DEL MAR BOULEVARD						
Scenario: BASELINE (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	33	1,700	0.000	N-S(1): 0.320 *
	TH	1.00	261	1,700	0.154	N-S(2): 0.197
	LT	1.00	72	1,700	0.042 *	E-W(1): 0.221
Westbound	RT	0.00	106	0	0.000	E-W(2): 0.297 *
	TH	2.00	774	3,400	0.259 *	
	LT	1.00	68	1,700	0.040	V/C: 0.617
Northbound	RT	1.00	52	1,700	0.000	Lost Time: 0.100
	TH	1.00	472	1,700	0.278 *	
	LT	1.00	73	1,700	0.043	
Eastbound	RT	0.00	41	0	0.000	ICU: 0.717
	TH	2.00	574	3,400	0.181	
	LT	1.00	64	1,700	0.038 *	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	94	1,700	0.018	N-S(1): 0.277 *
	TH	1.00	388	1,700	0.228	N-S(2): 0.247
	LT	1.00	92	1,700	0.054 *	E-W(1): 0.305 *
Westbound	RT	0.00	95	0	0.000	E-W(2): 0.272
	TH	2.00	700	3,400	0.234	
	LT	1.00	81	1,700	0.048 *	V/C: 0.582
Northbound	RT	1.00	67	1,700	0.000	Lost Time: 0.100
	TH	1.00	379	1,700	0.223 *	
	LT	1.00	32	1,700	0.019	
Eastbound	RT	0.00	44	0	0.000	ICU: 0.682
	TH	2.00	831	3,400	0.257 *	
	LT	1.00	64	1,700	0.038	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: CALIFORNIA BOULEVARD						
Scenario: BASELINE (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	85	1,700	0.012	N-S(1): 0.280 *
	TH	1.00	329	1,700	0.209	N-S(2): 0.233
	LT	0.00	26	1,700	0.015 *	E-W(1): 0.206
Westbound	RT	0.00	90	0	0.000	E-W(2): 0.297 *
	TH	2.00	790	3,400	0.259 *	
	LT	1.00	12	1,700	0.007	V/C: 0.577
Northbound	RT	1.00	110	1,700	0.058	Lost Time: 0.100
	TH	1.00	409	1,700	0.265 *	
	LT	0.00	41	1,700	0.024	
Eastbound	RT	0.00	26	0	0.000	ICU: 0.677
	TH	2.00	650	3,400	0.199	
	LT	1.00	64	1,700	0.038 *	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	53	1,700	0.000	N-S(1): 0.231
	TH	1.00	380	1,700	0.238 *	N-S(2): 0.255 *
	LT	0.00	24	1,700	0.014	E-W(1): 0.330 *
Westbound	RT	0.00	53	0	0.000	E-W(2): 0.271
	TH	2.00	696	3,400	0.220	
	LT	1.00	31	1,700	0.018 *	V/C: 0.585
Northbound	RT	1.00	123	1,700	0.054	Lost Time: 0.100
	TH	1.00	340	1,700	0.217	
	LT	0.00	29	1,700	0.017 *	
Eastbound	RT	0.00	40	0	0.000	ICU: 0.685
	TH	2.00	1,022	3,400	0.312 *	
	LT	1.00	87	1,700	0.051	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EL MOLINO AVENUE						
East/West Street: MAPLE STREET						
Scenario: BASELINE (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	50	0	0.000	N-S(1): 0.076
	TH	2.00	247	3,400	0.087 *	N-S(2): 0.106 *
	LT	0.00	0	0	0.000	E-W(1): 0.075
Westbound	RT	0.00	18	0	0.000	E-W(2): 0.198 *
	TH	2.00	527	3,400	0.198 *	
	LT	0.00	127	1,700	0.075	V/C: 0.304
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	1.00	129	1,700	0.076	
	LT	1.00	33	1,700	0.019 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.404
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	24	0	0.000	N-S(1): 0.184 *
	TH	2.00	135	3,400	0.047	N-S(2): 0.094
	LT	0.00	0	0	0.000 *	E-W(1): 0.066
Westbound	RT	0.00	39	0	0.000	E-W(2): 0.180 *
	TH	2.00	462	3,400	0.180 *	
	LT	0.00	112	1,700	0.066	V/C: 0.364
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	1.00	313	1,700	0.184 *	
	LT	1.00	80	1,700	0.047	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.464
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EL MOLINO AVENUE						
East/West Street: CORSON STREET						
Scenario: BASELINE (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.124 *
	TH	2.00	319	3,400	0.094	N-S(2): 0.094
	LT	1.00	78	1,700	0.046 *	E-W(1): 0.104 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.016
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.228
Northbound	RT	1.00	44	1,700	0.026	Lost Time: 0.100
	TH	1.00	133	1,700	0.078 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	61	0	0.000	ICU: 0.328
	TH	2.00	265	3,400	0.104 *	
	LT	0.00	27	1,700	0.016	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.208 *
	TH	2.00	205	3,400	0.060	N-S(2): 0.060
	LT	1.00	37	1,700	0.022 *	E-W(1): 0.245 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.044
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.453
Northbound	RT	1.00	70	1,700	0.041	Lost Time: 0.100
	TH	1.00	317	1,700	0.186 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	51	0	0.000	ICU: 0.553
	TH	2.00	707	3,400	0.245 *	
	LT	0.00	74	1,700	0.044	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EL MOLINO AVENUE						
East/West Street: WALNUT STREET						
Scenario: BASELINE (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	84	0	0.000	N-S(1): 0.098
	TH	1.00	314	1,700	0.238 *	N-S(2): 0.243 *
	LT	0.00	7	1,700	0.004	E-W(1): 0.149
Westbound	RT	0.00	22	0	0.000	E-W(2): 0.201 *
	TH	2.00	639	3,400	0.194 *	
	LT	1.00	45	1,700	0.026	V/C: 0.444
Northbound	RT	0.00	13	0	0.000	Lost Time: 0.100
	TH	1.00	139	1,700	0.094	
	LT	0.00	8	1,700	0.005 *	
Eastbound	RT	0.00	62	0	0.000	ICU: 0.544
	TH	2.00	355	3,400	0.123	
	LT	1.00	12	1,700	0.007 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	63	0	0.000	N-S(1): 0.197 *
	TH	1.00	187	1,700	0.156	N-S(2): 0.165
	LT	0.00	15	1,700	0.009 *	E-W(1): 0.272 *
Westbound	RT	0.00	61	0	0.000	E-W(2): 0.235
	TH	2.00	659	3,400	0.212	
	LT	1.00	42	1,700	0.025 *	V/C: 0.469
Northbound	RT	0.00	55	0	0.000	Lost Time: 0.100
	TH	1.00	249	1,700	0.188 *	
	LT	0.00	16	1,700	0.009	
Eastbound	RT	0.00	70	0	0.000	ICU: 0.569
	TH	2.00	769	3,400	0.247 *	
	LT	1.00	39	1,700	0.023	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EL MOLINO AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: BASELINE (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	28	0	0.000	N-S(1): 0.147
	TH	1.00	215	1,700	0.155 *	N-S(2): 0.171 *
	LT	0.00	21	1,700	0.012	E-W(1): 0.130
Westbound	RT	1.00	41	1,700	0.012	E-W(2): 0.193 *
	TH	2.00	608	3,400	0.179 *	
	LT	1.00	40	1,700	0.024	V/C: 0.364
Northbound	RT	0.00	25	0	0.000	Lost Time: 0.100
	TH	1.00	178	1,700	0.135	
	LT	0.00	27	1,700	0.016 *	
Eastbound	RT	1.00	18	1,700	0.000	ICU: 0.464
	TH	2.00	360	3,400	0.106	
	LT	1.00	24	1,700	0.014 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	46	0	0.000	N-S(1): 0.188
	TH	1.00	243	1,700	0.203 *	N-S(2): 0.222 *
	LT	0.00	56	1,700	0.033	E-W(1): 0.272
Westbound	RT	1.00	50	1,700	0.000	E-W(2): 0.276 *
	TH	2.00	820	3,400	0.241 *	
	LT	1.00	41	1,700	0.024	V/C: 0.498
Northbound	RT	0.00	42	0	0.000	Lost Time: 0.100
	TH	1.00	188	1,700	0.155	
	LT	0.00	33	1,700	0.019 *	
Eastbound	RT	1.00	29	1,700	0.000	ICU: 0.598
	TH	2.00	844	3,400	0.248	
	LT	1.00	60	1,700	0.035 *	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: MAPLE STREET						
Scenario: BASELINE (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	538	1,700	0.316 *	N-S(1): 0.191
	TH	2.00	703	3,400	0.207	N-S(2): 0.450 *
	LT	0.00	0	0	0.000	E-W(1): 0.357 *
Westbound	RT	1.00	163	1,700	0.096	E-W(2): 0.321
	TH	1.74	951	2,959	0.321	
	LT	1.26	688	1,927	0.357 *	V/C: 0.807
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	648	3,400	0.191	
	LT	2.00	411	3,060	0.134 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.907
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: E
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	358	1,700	0.211 *	N-S(1): 0.411
	TH	2.00	710	3,400	0.209	N-S(2): 0.431 *
	LT	0.00	0	0	0.000	E-W(1): 0.232 *
Westbound	RT	1.00	238	1,700	0.140	E-W(2): 0.209
	TH	1.76	624	2,991	0.209	
	LT	1.24	440	1,898	0.232 *	V/C: 0.663
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	1,399	3,400	0.411	
	LT	2.00	674	3,060	0.220 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.763
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: CORSON STREET						
Scenario: BASELINE (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.237 *
	TH	3.00	1,049	5,100	0.206	N-S(2): 0.206
	LT	2.00	351	3,060	0.115 *	E-W(1): 0.241
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.264 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.501
Northbound	RT	1.33	277	2,264	0.122	Lost Time: 0.100
	TH	1.67	347	2,836	0.122 *	
	Left-Turns at Maple	TH	2.00	232	3,400	0.068
Eastbound	RT	2.00	934	3,400	0.241	ICU: 0.601
	TH	1.86	753	3,166	0.238	
	LT	1.14	460	1,741	0.264 *	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.298 *
	TH	3.00	951	5,100	0.186	N-S(2): 0.186
	LT	2.00	196	3,060	0.064 *	E-W(1): 0.328
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.365 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.663
Northbound	RT	1.00	307	1,700	0.181	Lost Time: 0.100
	TH	2.00	797	3,400	0.234 *	
	Left-Turns at Maple	TH	2.00	383	3,400	0.113
Eastbound	RT	1.10	614	1,871	0.226	ICU: 0.763
	TH	2.30	1,285	3,915	0.328	
	LT	1.60	891	2,443	0.365 *	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: WALNUT STREET						
Scenario: BASELINE (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	95	0	0.000	N-S(1): 0.196
	TH	3.00	1,773	5,100	0.366 *	N-S(2): 0.411 *
	LT	1.00	112	1,700	0.066	E-W(1): 0.142
Westbound	RT	0.00	59	0	0.000	E-W(2): 0.265 *
	TH	2.00	691	3,400	0.221 *	
	LT	1.00	92	1,700	0.054	V/C: 0.676
Northbound	RT	1.00	49	1,700	0.000	Lost Time: 0.100
	TH	3.00	664	5,100	0.130	
	LT	1.00	77	1,700	0.045 *	
Eastbound	RT	0.00	52	0	0.000	ICU: 0.776
	TH	2.00	247	3,400	0.088	
	LT	2.00	136	3,060	0.044 *	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	105	0	0.000	N-S(1): 0.307 *
	TH	3.00	1,292	5,100	0.274 *	N-S(2): 0.307 *
	LT	1.00	163	1,700	0.096	E-W(1): 0.228
Westbound	RT	0.00	104	0	0.000	E-W(2): 0.268 *
	TH	2.00	450	3,400	0.163 *	
	LT	1.00	30	1,700	0.018	V/C: 0.575
Northbound	RT	1.00	99	1,700	0.041	Lost Time: 0.100
	TH	3.00	1,075	5,100	0.211	
	LT	1.00	56	1,700	0.033 *	
Eastbound	RT	0.00	48	0	0.000	ICU: 0.675
	TH	2.00	667	3,400	0.210	
	LT	2.00	320	3,060	0.105 *	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: BASELINE (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	184	1,700	0.029	N-S(1): 0.219
	TH	2.00	934	3,400	0.275 *	N-S(2): 0.337 *
	LT	1.00	120	1,700	0.071	E-W(1): 0.115
Westbound	RT	1.00	125	1,700	0.003	E-W(2): 0.230 *
	TH	2.00	515	3,400	0.151 *	
	LT	1.00	90	1,700	0.053	V/C: 0.567
Northbound	RT	0.00	41	0	0.000	Lost Time: 0.100
	TH	3.00	715	5,100	0.148	
	LT	1.00	105	1,700	0.062 *	
Eastbound	RT	1.00	50	1,700	0.000	ICU: 0.667
	TH	2.00	210	3,400	0.062	
	LT	1.00	134	1,700	0.079 *	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	238	1,700	0.024	N-S(1): 0.335 *
	TH	2.00	868	3,400	0.255	N-S(2): 0.332
	LT	1.00	226	1,700	0.133 *	E-W(1): 0.249
Westbound	RT	1.00	190	1,700	0.000	E-W(2): 0.279 *
	TH	2.00	555	3,400	0.163 *	
	LT	1.00	92	1,700	0.054	V/C: 0.614
Northbound	RT	0.00	98	0	0.000	Lost Time: 0.100
	TH	3.00	931	5,100	0.202 *	
	LT	1.00	131	1,700	0.077	
Eastbound	RT	1.00	139	1,700	0.005	ICU: 0.714
	TH	2.00	663	3,400	0.195	
	LT	1.00	197	1,700	0.116 *	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: DEL MAR BOULEVARD						
Scenario: BASELINE (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	208	1,700	0.050	N-S(1): 0.234 *
	TH	2.00	393	3,400	0.116	N-S(2): 0.169
	LT	1.00	83	1,700	0.049 *	E-W(1): 0.167
Westbound	RT	1.00	141	1,700	0.034	E-W(2): 0.332 *
	TH	2.00	885	3,400	0.260 *	
	LT	1.00	63	1,700	0.037	V/C: 0.566
Northbound	RT	0.00	70	0	0.000	Lost Time: 0.100
	TH	2.00	559	3,400	0.185 *	
	LT	1.00	90	1,700	0.053	
Eastbound	RT	1.00	76	1,700	0.000	ICU: 0.666
	TH	2.00	441	3,400	0.130	
	LT	1.00	123	1,700	0.072 *	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	125	1,700	0.008	N-S(1): 0.297 *
	TH	2.00	592	3,400	0.174	N-S(2): 0.229
	LT	1.00	203	1,700	0.119 *	E-W(1): 0.305 *
Westbound	RT	1.00	108	1,700	0.000	E-W(2): 0.226
	TH	2.00	549	3,400	0.161	
	LT	1.00	89	1,700	0.052 *	V/C: 0.602
Northbound	RT	0.00	109	0	0.000	Lost Time: 0.100
	TH	2.00	497	3,400	0.178 *	
	LT	1.00	94	1,700	0.055	
Eastbound	RT	1.00	107	1,700	0.008	ICU: 0.702
	TH	2.00	860	3,400	0.253 *	
	LT	1.00	111	1,700	0.065	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: CALIFORNIA BOULEVARD						
Scenario: BASELINE (2013) CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	154	1,700	0.008	N-S(1): 0.207
	TH	1.00	331	1,700	0.195 *	N-S(2): 0.282 *
	LT	1.00	82	1,700	0.048	E-W(1): 0.285
Westbound	RT	1.00	91	1,700	0.005	E-W(2): 0.407 *
	TH	1.00	553	1,700	0.325 *	
	LT	1.00	72	1,700	0.042	V/C: 0.689
Northbound	RT	0.00	89	0	0.000	Lost Time: 0.100
	TH	2.00	451	3,400	0.159	
	LT	1.00	148	1,700	0.087 *	
Eastbound	RT	1.00	113	1,700	0.000	ICU: 0.789
	TH	1.00	413	1,700	0.243	
	LT	1.00	140	1,700	0.082 *	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	343	1,700	0.106	N-S(1): 0.206
	TH	1.00	486	1,700	0.286 *	N-S(2): 0.360 *
	LT	1.00	120	1,700	0.071	E-W(1): 0.463 *
Westbound	RT	1.00	80	1,700	0.000	E-W(2): 0.356
	TH	1.00	444	1,700	0.261	
	LT	1.00	100	1,700	0.059 *	V/C: 0.823
Northbound	RT	0.00	100	0	0.000	Lost Time: 0.100
	TH	2.00	358	3,400	0.135	
	LT	1.00	125	1,700	0.074 *	
Eastbound	RT	1.00	126	1,700	0.001	ICU: 0.923
	TH	1.00	687	1,700	0.404 *	
	LT	1.00	162	1,700	0.095	LOS: E

* = Critical Movement

APPENDIX I

ICU Worksheets - Baseline (2013) Plus Project Conditions

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: FAIR OAKS AVENUE						
East/West Street: MAPLE STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	420	0	0.000	N-S(1): 0.104
	TH	3.00	1,168	5,100	0.311 *	N-S(2): 0.402 *
	LT	0.00	0	0	0.000	E-W(1): 0.138 *
Westbound	RT	1.00	190	1,700	0.112	E-W(2): 0.138 *
	TH	2.00	469	3,400	0.138 *	
	LT	1.00	234	1,700	0.138 *	V/C: 0.540
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	352	3,400	0.104	
	LT	2.00	278	3,060	0.091 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.640
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000 *	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	390	1,700	0.229 *	N-S(1): 0.268
	TH	3.00	689	3,400	0.203	N-S(2): 0.369 *
	LT	0.00	0	0	0.000	E-W(1): 0.121
Westbound	RT	1.00	208	1,700	0.122	E-W(2): 0.182 *
	TH	2.00	620	3,400	0.182 *	
	LT	1.00	206	1,700	0.121	V/C: 0.551
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	910	3,400	0.268	
	LT	2.00	429	3,060	0.140 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.650
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: FAIR OAKS AVENUE						
East/West Street: CORSON STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.239 *
	TH	3.00	1,135	5,100	0.223	N-S(2): 0.223
	LT	1.00	264	1,700	0.155 *	E-W(1): 0.225 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.118
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.464
Northbound	RT	1.00	92	1,700	0.054	Lost Time: 0.100
	TH	3.00	429	5,100	0.084 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	342	1,700	0.201	ICU: 0.564
	TH	2.00	765	3,400	0.225 *	
	LT	1.00	201	1,700	0.118	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.308 *
	TH	3.00	659	5,100	0.129	N-S(2): 0.129
	LT	1.00	186	1,700	0.109 *	E-W(1): 0.223 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.213
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.531
Northbound	RT	1.00	256	1,700	0.151	Lost Time: 0.100
	TH	3.00	1,017	5,100	0.199 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	226	1,700	0.133	ICU: 0.631
	TH	2.00	757	3,400	0.223 *	
	LT	1.00	362	1,700	0.213	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: FAIR OAKS AVENUE						
East/West Street: WALNUT STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	105	0	0.000	N-S(1): 0.263 *
	TH	3.00	1,090	5,100	0.234	N-S(2): 0.262
	LT	1.00	278	1,700	0.164 *	E-W(1): 0.261 *
Westbound	RT	1.00	137	1,700	0.000	E-W(2): 0.110
	TH	2.00	281	3,400	0.083	
	LT	1.00	92	1,700	0.054 *	V/C: 0.524
Northbound	RT	1.00	90	1,700	0.000	Lost Time: 0.100
	TH	2.00	335	3,400	0.099 *	
	LT	1.00	48	1,700	0.028	
Eastbound	RT	0.00	85	0	0.000	ICU: 0.624
	TH	2.00	618	3,400	0.207 *	
	LT	1.00	46	1,700	0.027	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	60	0	0.000	N-S(1): 0.372 *
	TH	3.00	657	5,100	0.141	N-S(2): 0.211
	LT	1.00	211	1,700	0.124 *	E-W(1): 0.204
Westbound	RT	1.00	254	1,700	0.025	E-W(2): 0.281 *
	TH	2.00	765	3,400	0.225 *	
	LT	1.00	78	1,700	0.046	V/C: 0.653
Northbound	RT	1.00	104	1,700	0.015	Lost Time: 0.100
	TH	2.00	844	3,400	0.248 *	
	LT	1.00	119	1,700	0.070	
Eastbound	RT	0.00	65	0	0.000	ICU: 0.753
	TH	2.00	473	3,400	0.158	
	LT	1.00	95	1,700	0.056 *	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: COLORADO BOULEVARD						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	8	1,700	0.000	N-S(1): 0.078
	TH	2.00	151	3,400	0.046 *	N-S(2): 0.105 *
	LT	0.00	4	1,700	0.002	E-W(1): 0.207 *
Westbound	RT	1.00	28	1,700	0.014	E-W(2): 0.117
	TH	2.00	350	3,400	0.103	
	LT	1.00	183	1,700	0.108 *	V/C: 0.312
Northbound	RT	1.00	198	1,700	0.009	Lost Time: 0.100
	TH	2.00	160	3,400	0.076	
	LT	0.00	100	1,700	0.059 *	
Eastbound	RT	0.00	48	0	0.000	ICU: 0.412
	TH	2.00	289	3,400	0.099 *	
	LT	1.00	24	1,700	0.014	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	38	1,700	0.011	N-S(1): 0.145
	TH	2.00	261	3,400	0.084 *	N-S(2): 0.189 *
	LT	0.00	23	1,700	0.014	E-W(1): 0.351 *
Westbound	RT	1.00	43	1,700	0.012	E-W(2): 0.195
	TH	2.00	627	3,400	0.184	
	LT	1.00	288	1,700	0.169 *	V/C: 0.540
Northbound	RT	1.00	229	1,700	0.000	Lost Time: 0.100
	TH	2.00	266	3,400	0.131	
	LT	0.00	178	1,700	0.105 *	
Eastbound	RT	0.00	62	0	0.000	ICU: 0.640
	TH	2.00	558	3,400	0.182 *	
	LT	1.00	19	1,700	0.011	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: GREEN STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.157 *
	TH	2.00	287	3,400	0.084	N-S(2): 0.084
	LT	1.00	58	1,700	0.034 *	E-W(1): 0.079 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.013
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
						V/C: 0.236
Northbound	RT	2.00	370	3,400	0.109	Lost Time: 0.100
	TH	2.00	419	3,400	0.123 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	58	0	0.000	ICU: 0.336
	TH	4.00	458	6,800	0.079 *	
	LT	0.00	22	1,700	0.013	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.191 *
	TH	2.00	554	3,400	0.163	N-S(2): 0.163
	LT	1.00	48	1,700	0.028 *	E-W(1): 0.175 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.018
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
						V/C: 0.366
Northbound	RT	2.00	239	3,400	0.070	Lost Time: 0.100
	TH	2.00	555	3,400	0.163 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	72	0	0.000	ICU: 0.466
	TH	4.00	1,089	6,800	0.175 *	
	LT	0.00	30	1,700	0.018	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: CORDOVA STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.175 *
	TH	2.00	324	3,400	0.095	N-S(2): 0.095
	LT	1.00	20	1,700	0.012 *	E-W(1): 0.101 *
Westbound	RT	1.00	110	1,700	0.053	E-W(2): 0.053
	TH	0.00	0	0	0.000	
	LT	2.00	309	3,060	0.101 *	
						V/C: 0.276
Northbound	RT	0.00	116	0	0.000	Lost Time: 0.100
	TH	3.00	713	5,100	0.163 *	
	LT	1.00	0	1,700	0.000	
Eastbound	RT	1.00	0	1,700	0.000	ICU: 0.376
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	3	0	0.000	N-S(1): 0.160
	TH	2.00	590	3,400	0.174 *	N-S(2): 0.175 *
	LT	1.00	29	1,700	0.017	E-W(1): 0.209 *
Westbound	RT	1.00	122	1,700	0.055	E-W(2): 0.055
	TH	0.00	0	0	0.000	
	LT	2.00	638	3,060	0.208 *	
						V/C: 0.384
Northbound	RT	0.00	116	0	0.000	Lost Time: 0.100
	TH	3.00	613	5,100	0.143	
	LT	1.00	1	1,700	0.001 *	
Eastbound	RT	1.00	3	1,700	0.001 *	ICU: 0.484
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: DEL MAR BOULEVARD						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph [1]				N-S Split Phase : N		
Left-Turn Lane: 1700 vph [1]				E-W Split Phase : N		
Dual LT Penalty: 10 %				Lost Time (% of cycle): 10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	143	1,139	0.090	N-S(1): 0.222 * N-S(2): 0.176 E-W(1): 0.289 E-W(2): 0.306 * V/C: 0.528 Lost Time: 0.100
	TH	3.00	516	5,100	0.101	
	LT	1.00	67	1,700	0.039 *	
Westbound	RT	1.00	20	1,700	0.000	V/C: 0.528 Lost Time: 0.100
	TH	2.00	616	2,278	0.270 *	
	LT	1.00	197	1,700	0.116	
Northbound	RT	0.00	174	0	0.000	ICU: 0.628 LOS: B
	TH	3.00	761	5,100	0.183 *	
	LT	1.00	85	1,139	0.075	
Eastbound	RT	1.00	87	1,139	0.002	ICU: 0.628 LOS: B
	TH	2.00	393	2,278	0.173	
	LT	1.00	41	1,139	0.036 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	240	1,139	0.169	N-S(1): 0.218 N-S(2): 0.299 * E-W(1): 0.377 * E-W(2): 0.275 V/C: 0.676 Lost Time: 0.100
	TH	3.00	962	5,100	0.189 *	
	LT	1.00	52	1,700	0.031	
Westbound	RT	1.00	33	1,700	0.000	V/C: 0.676 Lost Time: 0.100
	TH	2.00	534	2,278	0.234	
	LT	1.00	219	1,700	0.129 *	
Northbound	RT	0.00	226	0	0.000	ICU: 0.776 LOS: C
	TH	3.00	728	5,100	0.187	
	LT	1.00	125	1,139	0.110 *	
Eastbound	RT	1.00	121	1,139	0.000	ICU: 0.776 LOS: C
	TH	2.00	565	2,278	0.248 *	
	LT	1.00	47	1,139	0.041	

* = Critical Movement

[1] Capacity for approaches/movements delayed by the adjacent railroad crossing have been reduced to 1,139 vph.

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: CALIFORNIA BOULEVARD						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph [1]				N-S Split Phase : N		
Left-Turn Lane: 1700 vph [1]				E-W Split Phase : N		
Dual LT Penalty: 10 %				Lost Time (% of cycle): 10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	25	0	0.000	N-S(1): 0.237 N-S(2): 0.254 * E-W(1): 0.360 E-W(2): 0.363 * V/C: 0.617 Lost Time: 0.100
	TH	3.00	653	4,539	0.149 *	
	LT	1.00	30	1,700	0.018	
Westbound	RT	0.00	22	0	0.000	V/C: 0.617 Lost Time: 0.100
	TH	2.00	748	2,278	0.338 *	
	LT	1.00	322	1,700	0.189	
Northbound	RT	0.00	193	0	0.000	ICU: 0.717 LOS: C
	TH	3.00	926	5,100	0.219	
	LT	1.00	120	1,139	0.105 *	
Eastbound	RT	1.00	101	1,139	0.000	ICU: 0.717 LOS: C
	TH	2.00	390	2,278	0.171	
	LT	1.00	29	1,139	0.025 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	90	0	0.000	N-S(1): 0.271 N-S(2): 0.381 * E-W(1): 0.476 * E-W(2): 0.324 V/C: 0.857 Lost Time: 0.100
	TH	3.00	1,150	4,539	0.273 *	
	LT	1.00	68	1,700	0.040	
Westbound	RT	0.00	70	0	0.000	V/C: 0.857 Lost Time: 0.100
	TH	2.00	490	2,278	0.246	
	LT	1.00	278	1,700	0.164 *	
Northbound	RT	0.00	275	0	0.000	ICU: 0.957 LOS: E
	TH	3.00	902	5,100	0.231	
	LT	1.00	123	1,139	0.108 *	
Eastbound	RT	1.00	124	1,139	0.001	ICU: 0.957 LOS: E
	TH	2.00	711	2,278	0.312 *	
	LT	1.00	89	1,139	0.078	

* = Critical Movement

[1] Capacity for approaches/movements delayed by the adjacent railroad crossing have been reduced to 1,139 vph.

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: MAPLE STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	72	0	0.000	N-S(1): 0.058
	TH	2.00	580	3,400	0.192 *	N-S(2): 0.241 *
	LT	0.00	0	0	0.000	E-W(1): 0.267 *
Westbound	RT	0.00	55	0	0.000	E-W(2): 0.240
	TH	1.55	577	2,631	0.240	
	LT	1.45	593	2,222	0.267 *	V/C: 0.508
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	198	3,400	0.058	
	LT	1.00	84	1,700	0.049 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.608
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	39	0	0.000	N-S(1): 0.109
	TH	2.00	280	3,400	0.094 *	N-S(2): 0.219 *
	LT	0.00	0	0	0.000	E-W(1): 0.206
Westbound	RT	0.00	116	0	0.000	E-W(2): 0.262 *
	TH	2.00	776	3,400	0.262 *	
	LT	1.00	350	1,700	0.206	V/C: 0.481
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	370	3,400	0.109	
	LT	1.00	212	1,700	0.125 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.581
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: CORSON STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.257
	TH	2.00	878	3,400	0.258 *	N-S(2): 0.258 *
	LT	1.00	306	1,700	0.180	E-W(1): 0.186 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.022
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.444
Northbound	RT	2.00	262	3,400	0.077	Lost Time: 0.100
	TH	2.00	226	3,400	0.066	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	184	0	0.000	ICU: 0.544
	TH	3.00	728	5,100	0.186 *	
	LT	0.00	38	1,700	0.022	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.193 *
	TH	2.00	495	3,400	0.146	N-S(2): 0.146
	LT	1.00	110	1,700	0.065 *	E-W(1): 0.238 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.066
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.431
Northbound	RT	1.74	379	2,966	0.128	Lost Time: 0.100
	TH	2.26	490	3,834	0.128 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	131	0	0.000	ICU: 0.531
	TH	3.00	972	5,100	0.238 *	
	LT	0.00	113	1,700	0.066	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: WALNUT STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	131	0	0.000	N-S(1): 0.181
	TH	2.00	922	3,400	0.310 *	N-S(2): 0.360 *
	LT	1.00	85	1,700	0.050	E-W(1): 0.266 *
Westbound	RT	1.00	46	1,700	0.000	E-W(2): 0.148
	TH	2.00	431	3,400	0.127	
	LT	1.00	67	1,700	0.039 *	V/C: 0.626
Northbound	RT	1.00	90	1,700	0.014	Lost Time: 0.100
	TH	2.00	445	3,400	0.131	
	LT	1.00	85	1,700	0.050 *	
Eastbound	RT	0.00	151	0	0.000	ICU: 0.726
	TH	2.00	620	3,400	0.227 *	
	LT	1.00	36	1,700	0.021	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	64	0	0.000	N-S(1): 0.255 *
	TH	2.00	518	3,400	0.171	N-S(2): 0.250
	LT	1.00	67	1,700	0.039 *	E-W(1): 0.347 *
Westbound	RT	1.00	92	1,700	0.015	E-W(2): 0.282
	TH	2.00	840	3,400	0.247	
	LT	1.00	102	1,700	0.060 *	V/C: 0.602
Northbound	RT	1.00	126	1,700	0.014	Lost Time: 0.100
	TH	2.00	735	3,400	0.216 *	
	LT	1.00	134	1,700	0.079	
Eastbound	RT	0.00	96	0	0.000	ICU: 0.702
	TH	2.00	881	3,400	0.287 *	
	LT	1.00	60	1,700	0.035	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: UNION STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	91	0	0.000	N-S(1): 0.166
	TH	2.00	632	3,400	0.213 *	N-S(2): 0.252 *
	LT	0.00	0	0	0.000	E-W(1): 0.019
Westbound	RT	0.00	25	0	0.000	E-W(2): 0.076 *
	TH	3.00	330	5,100	0.076 *	
	LT	0.00	33	1,700	0.019	V/C: 0.328
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	566	3,400	0.166	
	LT	1.00	66	1,700	0.039 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.428
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	61	0	0.000	N-S(1): 0.169
	TH	2.00	588	3,400	0.191 *	N-S(2): 0.216 *
	LT	0.00	0	0	0.000	E-W(1): 0.065
Westbound	RT	0.00	87	0	0.000	E-W(2): 0.201 *
	TH	3.00	826	5,100	0.201 *	
	LT	0.00	110	1,700	0.065	V/C: 0.417
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	573	3,400	0.169	
	LT	1.00	42	1,700	0.025 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.517
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	75	0	0.000	N-S(1): 0.156
	TH	2.00	566	3,400	0.189 *	N-S(2): 0.213 *
	LT	1.00	32	1,700	0.019	E-W(1): 0.179 *
Westbound	RT	1.00	38	1,700	0.004	E-W(2): 0.155
	TH	2.00	431	3,400	0.127	
	LT	1.00	106	1,700	0.062 *	V/C: 0.392
Northbound	RT	1.00	44	1,700	0.000	Lost Time: 0.100
	TH	2.00	466	3,400	0.137	
	LT	1.00	41	1,700	0.024 *	
Eastbound	RT	1.00	41	1,700	0.000	ICU: 0.492
	TH	2.00	398	3,400	0.117 *	
	LT	1.00	47	1,700	0.028	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	75	0	0.000	N-S(1): 0.224
	TH	2.00	593	3,400	0.196 *	N-S(2): 0.228 *
	LT	1.00	122	1,700	0.072	E-W(1): 0.273
Westbound	RT	1.00	67	1,700	0.000	E-W(2): 0.285 *
	TH	2.00	813	3,400	0.239 *	
	LT	1.00	118	1,700	0.069	V/C: 0.513
Northbound	RT	1.00	84	1,700	0.000	Lost Time: 0.100
	TH	2.00	518	3,400	0.152	
	LT	1.00	54	1,700	0.032 *	
Eastbound	RT	1.00	45	1,700	0.000	ICU: 0.613
	TH	2.00	693	3,400	0.204	
	LT	1.00	78	1,700	0.046 *	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: GREEN STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.300 *
	TH	2.00	420	3,400	0.124	N-S(2): 0.124
	LT	1.00	260	1,700	0.153 *	E-W(1): 0.119 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.046
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.419
Northbound	RT	1.00	110	1,700	0.065	Lost Time: 0.100
	TH	2.00	500	3,400	0.147 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	82	0	0.000	ICU: 0.519
	TH	4.00	727	6,800	0.119 *	
	LT	1.00	78	1,700	0.046	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.243 *
	TH	2.00	572	3,400	0.168	N-S(2): 0.168
	LT	1.00	175	1,700	0.103 *	E-W(1): 0.173 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.102
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.416
Northbound	RT	1.00	238	1,700	0.140 *	Lost Time: 0.100
	TH	2.00	469	3,400	0.138	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	224	0	0.000	ICU: 0.516
	TH	4.00	950	6,800	0.173 *	
	LT	1.00	173	1,700	0.102	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: CORDOVA STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	61	1,700	0.025	N-S(1): 0.344 *
	TH	1.00	396	1,700	0.233	N-S(2): 0.262
	LT	1.00	79	1,700	0.046 *	E-W(1): 0.071
Westbound	RT	0.00	165	0	0.000	E-W(2): 0.154 *
	TH	2.00	320	3,400	0.143 *	V/C: 0.498 Lost Time: 0.100
	LT	1.00	55	1,700	0.032	
Northbound	RT	1.00	57	1,700	0.001	ICU: 0.598 LOS: A
	TH	1.00	507	1,700	0.298 *	
	LT	1.00	49	1,700	0.029	
Eastbound	RT	0.00	16	0	0.000	ICU: 0.658 LOS: B
	TH	2.00	118	3,400	0.039	
	LT	1.00	18	1,700	0.011 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	167	1,700	0.089	N-S(1): 0.313
	TH	1.00	562	1,700	0.331 *	N-S(2): 0.348 *
	LT	1.00	73	1,700	0.043	E-W(1): 0.115
Westbound	RT	0.00	158	0	0.000	E-W(2): 0.213 *
	TH	2.00	536	3,400	0.204 *	V/C: 0.561 Lost Time: 0.100
	LT	1.00	123	1,700	0.072	
Northbound	RT	1.00	67	1,700	0.000	ICU: 0.661 LOS: B
	TH	1.00	459	1,700	0.270	
	LT	1.00	29	1,700	0.017 *	
Eastbound	RT	0.00	21	0	0.000	ICU: 0.761 LOS: C
	TH	2.00	126	3,400	0.043	
	LT	1.00	15	1,700	0.009 *	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: DEL MAR BOULEVARD						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	61	1,700	0.036	N-S(1): 0.324 *
	TH	1.00	367	1,700	0.216	N-S(2): 0.279
	LT	1.00	67	1,700	0.039 *	E-W(1): 0.234 *
Westbound	RT	0.00	58	0	0.000	E-W(2): 0.234 *
	TH	2.00	666	3,400	0.213 *	V/C: 0.558 Lost Time: 0.100
	LT	1.00	120	1,700	0.071 *	
Northbound	RT	1.00	95	1,700	0.000	ICU: 0.658 LOS: B
	TH	1.00	485	1,700	0.285 *	
	LT	1.00	107	1,700	0.063	
Eastbound	RT	0.00	50	0	0.000	ICU: 0.658 LOS: B
	TH	2.00	504	3,400	0.163 *	
	LT	1.00	36	1,700	0.021 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	85	1,700	0.050	N-S(1): 0.288
	TH	1.00	562	1,700	0.331 *	N-S(2): 0.371 *
	LT	1.00	71	1,700	0.042	E-W(1): 0.290 *
Westbound	RT	0.00	39	0	0.000	E-W(2): 0.225
	TH	2.00	628	3,400	0.196	V/C: 0.661 Lost Time: 0.100
	LT	1.00	110	1,700	0.065 *	
Northbound	RT	1.00	115	1,700	0.003	ICU: 0.761 LOS: C
	TH	1.00	419	1,700	0.246	
	LT	1.00	68	1,700	0.040 *	
Eastbound	RT	0.00	78	0	0.000	ICU: 0.761 LOS: C
	TH	2.00	687	3,400	0.225 *	
	LT	1.00	50	1,700	0.029	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: CALIFORNIA BOULEVARD						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	65	1,700	0.011	N-S(1): 0.271
	TH	1.00	421	1,700	0.248 *	N-S(2): 0.304 *
	LT	1.00	29	1,700	0.017	E-W(1): 0.166
Westbound	RT	0.00	40	0	0.000	E-W(2): 0.318 *
	TH	2.00	949	3,400	0.291 *	V/C: 0.622
	LT	1.00	2	1,700	0.001	Lost Time: 0.100
Northbound	RT	1.00	73	1,700	0.042	ICU: 0.722
	TH	1.00	431	1,700	0.254	
	LT	1.00	95	1,700	0.056 *	
Eastbound	RT	0.00	64	0	0.000	LOS: C
	TH	2.00	498	3,400	0.165	
	LT	1.00	46	1,700	0.027 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	74	1,700	0.010	N-S(1): 0.320
	TH	1.00	556	1,700	0.327 *	N-S(2): 0.363 *
	LT	1.00	64	1,700	0.038	E-W(1): 0.313 *
Westbound	RT	0.00	44	0	0.000	E-W(2): 0.254
	TH	2.00	703	3,400	0.220	V/C: 0.676
	LT	1.00	38	1,700	0.022 *	Lost Time: 0.100
Northbound	RT	1.00	190	1,700	0.089	ICU: 0.776
	TH	1.00	480	1,700	0.282	
	LT	1.00	61	1,700	0.036 *	
Eastbound	RT	0.00	77	0	0.000	LOS: C
	TH	2.00	911	3,400	0.291 *	
	LT	1.00	57	1,700	0.034	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: GARFIELD AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	24	1,700	0.000	N-S(1): 0.009 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	16	1,700	0.009 *	E-W(1): 0.152
Westbound	RT	1.00	30	1,700	0.008	E-W(2): 0.191 *
	TH	2.00	578	3,400	0.170 *	V/C: 0.200
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	ICU: 0.300
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	LOS: A
	TH	2.00	517	3,400	0.152	
	LT	1.00	36	1,700	0.021 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	48	1,700	0.010	N-S(1): 0.046 *
	TH	0.00	0	0	0.000	N-S(2): 0.010
	LT	1.00	79	1,700	0.046 *	E-W(1): 0.236
Westbound	RT	1.00	34	1,700	0.000	E-W(2): 0.270 *
	TH	2.00	856	3,400	0.252 *	V/C: 0.316
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	ICU: 0.416
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	LOS: A
	TH	2.00	801	3,400	0.236	
	LT	1.00	31	1,700	0.018 *	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT
North/South Street: GARFIELD AVENUE
East/West Street: GREEN STREET
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS

Thru Lane: 1700 vph
 Left-Turn Lane: 1700 vph
 Dual LT Penalty: 10 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle): 10

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.016 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	28	1,700	0.016 *	E-W(1): 0.167 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.097
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.183
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.283
	TH	4.00	972	6,800	0.167 *	
	LT	0.00	165	1,700	0.097	LOS: A

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.072 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	123	1,700	0.072 *	E-W(1): 0.208 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.049
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.280
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.380
	TH	4.00	1,328	6,800	0.208 *	
	LT	0.00	84	1,700	0.049	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT
North/South Street: EUCLID AVENUE
East/West Street: COLORADO BOULEVARD
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS

Thru Lane: 1700 vph
 Left-Turn Lane: 1700 vph
 Dual LT Penalty: 10 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle): 10

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	21	0	0.000	N-S(1): 0.037
	TH	1.00	14	1,700	0.021 *	N-S(2): 0.039 *
	LT	1.00	22	1,700	0.013	E-W(1): 0.156
Westbound	RT	1.00	32	1,700	0.006	E-W(2): 0.205 *
	TH	2.00	576	3,400	0.169 *	
	LT	1.00	49	1,700	0.029	V/C: 0.244
Northbound	RT	1.00	30	1,700	0.000	Lost Time: 0.100
	TH	1.00	11	1,700	0.024	
	LT	0.00	30	1,700	0.018 *	
Eastbound	RT	1.00	29	1,700	0.000	ICU: 0.344
	TH	2.00	432	3,400	0.127	
	LT	1.00	62	1,700	0.036 *	LOS: A

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	36	0	0.000	N-S(1): 0.148 *
	TH	1.00	67	1,700	0.061	N-S(2): 0.119
	LT	1.00	91	1,700	0.054 *	E-W(1): 0.307 *
Westbound	RT	1.00	39	1,700	0.000	E-W(2): 0.258
	TH	2.00	815	3,400	0.240	
	LT	1.00	149	1,700	0.088 *	V/C: 0.455
Northbound	RT	1.00	126	1,700	0.000	Lost Time: 0.100
	TH	1.00	62	1,700	0.094 *	
	LT	0.00	98	1,700	0.058	
Eastbound	RT	1.00	126	1,700	0.016	ICU: 0.555
	TH	2.00	745	3,400	0.219 *	
	LT	1.00	30	1,700	0.018	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EUCLID AVENUE						
East/West Street: GREEN STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.043 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	15	1,700	0.009 *	E-W(1): 0.149 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.005
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.192
Northbound	RT	1.00	57	1,700	0.034 *	Lost Time: 0.100
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	65	0	0.000	ICU: 0.292
	TH	4.00	950	6,800	0.149 *	
	LT	1.00	8	1,700	0.005	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.066 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	29	1,700	0.017 *	E-W(1): 0.209 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.023
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.275
Northbound	RT	1.00	84	1,700	0.049 *	Lost Time: 0.100
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	77	0	0.000	ICU: 0.375
	TH	4.00	1,342	6,800	0.209 *	
	LT	1.00	39	1,700	0.023	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: MAPLE STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	137	0	0.000	N-S(1): 0.098
	TH	2.00	616	3,400	0.221 *	N-S(2): 0.277 *
	LT	0.00	0	0	0.000	E-W(1): 0.156
Westbound	RT	0.00	51	0	0.000	E-W(2): 0.177 *
	TH	2.00	285	3,400	0.177 *	
	LT	0.00	265	1,700	0.156	V/C: 0.454
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	333	3,400	0.098	
	LT	1.00	95	1,700	0.056 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.554
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	89	0	0.000	N-S(1): 0.212
	TH	2.00	455	3,400	0.160 *	N-S(2): 0.316 *
	LT	0.00	0	0	0.000	E-W(1): 0.068
Westbound	RT	0.00	83	0	0.000	E-W(2): 0.156 *
	TH	2.00	332	3,400	0.156 *	
	LT	0.00	116	1,700	0.068	V/C: 0.472
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	720	3,400	0.212	
	LT	1.00	265	1,700	0.156 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.572
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: CORSON STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.156
	TH	2.00	852	3,400	0.251 *	N-S(2): 0.251 *
	LT	1.00	81	1,700	0.048	E-W(1): 0.152 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.023
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.403
Northbound	RT	1.00	126	1,700	0.074	Lost Time: 0.100
	TH	2.00	368	3,400	0.108	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	259	1,700	0.152 *	ICU: 0.503
	TH	2.00	172	1,700	0.124	
	LT	0.00	39	1,700	0.023	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.260 *
	TH	2.00	526	3,400	0.155	N-S(2): 0.155
	LT	1.00	38	1,700	0.022 *	E-W(1): 0.266 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.102
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.526
Northbound	RT	1.00	195	1,700	0.115	Lost Time: 0.100
	TH	2.00	810	3,400	0.238 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	135	0	0.000	ICU: 0.626
	TH	2.00	595	3,400	0.266 *	
	LT	0.00	174	1,700	0.102	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: WALNUT STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	109	1,700	0.022	N-S(1): 0.189
	TH	2.00	782	3,400	0.230 *	N-S(2): 0.304 *
	LT	1.00	88	1,700	0.052	E-W(1): 0.165
Westbound	RT	0.00	105	0	0.000	E-W(2): 0.219 *
	TH	2.00	498	3,400	0.177 *	
	LT	1.00	92	1,700	0.054	V/C: 0.523
Northbound	RT	1.00	74	1,700	0.000	Lost Time: 0.100
	TH	2.00	466	3,400	0.137	
	LT	1.00	126	1,700	0.074 *	
Eastbound	RT	1.00	152	1,700	0.015	ICU: 0.623
	TH	2.00	377	3,400	0.111	
	LT	1.00	72	1,700	0.042 *	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	117	1,700	0.007	N-S(1): 0.287 *
	TH	2.00	539	3,400	0.159	N-S(2): 0.249
	LT	1.00	91	1,700	0.054 *	E-W(1): 0.224
Westbound	RT	0.00	179	0	0.000	E-W(2): 0.301 *
	TH	2.00	635	3,400	0.239 *	
	LT	1.00	73	1,700	0.043	V/C: 0.588
Northbound	RT	1.00	116	1,700	0.025	Lost Time: 0.100
	TH	2.00	791	3,400	0.233 *	
	LT	1.00	153	1,700	0.090	
Eastbound	RT	1.00	132	1,700	0.000	ICU: 0.688
	TH	2.00	616	3,400	0.181	
	LT	1.00	105	1,700	0.062 *	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: UNION STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	328	1,700	0.193	N-S(1): 0.157
	TH	2.00	664	3,400	0.195 *	N-S(2): 0.274 *
	LT	0.00	0	0	0.000	E-W(1): 0.032
Westbound	RT	1.00	97	1,700	0.057	E-W(2): 0.099 *
	TH	3.00	503	5,100	0.099 *	
	LT	1.00	54	1,700	0.032	V/C: 0.373
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	533	3,400	0.157	
	LT	1.00	134	1,700	0.079 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.473
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	195	1,700	0.115	N-S(1): 0.261 *
	TH	2.00	594	3,400	0.175	N-S(2): 0.240
	LT	0.00	0	0	0.000 *	E-W(1): 0.062
Westbound	RT	1.00	218	1,700	0.128 *	E-W(2): 0.128 *
	TH	3.00	561	5,100	0.110	
	LT	1.00	106	1,700	0.062	V/C: 0.389
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	888	3,400	0.261 *	
	LT	1.00	111	1,700	0.065	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.489
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	101	1,700	0.005	N-S(1): 0.224 *
	TH	2.00	549	3,400	0.161	N-S(2): 0.221
	LT	1.00	85	1,700	0.050 *	E-W(1): 0.147
Westbound	RT	1.00	71	1,700	0.000	E-W(2): 0.194 *
	TH	2.00	471	3,400	0.139 *	
	LT	1.00	69	1,700	0.041	V/C: 0.418
Northbound	RT	1.00	73	1,700	0.002	Lost Time: 0.100
	TH	2.00	591	3,400	0.174 *	
	LT	1.00	102	1,700	0.060	
Eastbound	RT	1.00	46	1,700	0.000	ICU: 0.518
	TH	2.00	362	3,400	0.106	
	LT	1.00	93	1,700	0.055 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	135	1,700	0.018	N-S(1): 0.268 *
	TH	2.00	541	3,400	0.159	N-S(2): 0.260
	LT	1.00	101	1,700	0.059 *	E-W(1): 0.261
Westbound	RT	1.00	100	1,700	0.000	E-W(2): 0.283 *
	TH	2.00	754	3,400	0.222 *	
	LT	1.00	64	1,700	0.038	V/C: 0.551
Northbound	RT	1.00	73	1,700	0.005	Lost Time: 0.100
	TH	2.00	710	3,400	0.209 *	
	LT	1.00	172	1,700	0.101	
Eastbound	RT	1.00	135	1,700	0.000	ICU: 0.651
	TH	2.00	759	3,400	0.223	
	LT	1.00	104	1,700	0.061 *	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: GREEN STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.274 *
	TH	2.00	520	3,400	0.153	N-S(2): 0.153
	LT	1.00	151	1,700	0.089 *	E-W(1): 0.152 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.103
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.426
Northbound	RT	0.00	44	0	0.000	Lost Time: 0.100
	TH	2.00	586	3,400	0.185 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	66	1,700	0.039	ICU: 0.526
	TH	3.00	773	5,100	0.152 *	
	LT	1.00	175	1,700	0.103	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.263 *
	TH	2.00	632	3,400	0.186	N-S(2): 0.186
	LT	1.00	97	1,700	0.057 *	E-W(1): 0.203 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.161
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.466
Northbound	RT	0.00	28	0	0.000	Lost Time: 0.100
	TH	2.00	673	3,400	0.206 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	162	1,700	0.095	ICU: 0.566
	TH	3.00	1,034	5,100	0.203 *	
	LT	1.00	273	1,700	0.161	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: CORDOVA STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	142	0	0.000	N-S(1): 0.240 *
	TH	2.00	345	3,400	0.143	N-S(2): 0.181
	LT	1.00	91	1,700	0.054 *	E-W(1): 0.076
Westbound	RT	0.00	73	0	0.000	E-W(2): 0.161 *
	TH	2.00	390	3,400	0.136 *	
	LT	1.00	39	1,700	0.023	V/C: 0.401
Northbound	RT	0.00	57	0	0.000	Lost Time: 0.100
	TH	2.00	574	3,400	0.186 *	
	LT	1.00	64	1,700	0.038	
Eastbound	RT	0.00	14	0	0.000	ICU: 0.501
	TH	2.00	165	3,400	0.053	
	LT	1.00	42	1,700	0.025 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	172	0	0.000	N-S(1): 0.217
	TH	2.00	547	3,400	0.211 *	N-S(2): 0.221 *
	LT	1.00	102	1,700	0.060	E-W(1): 0.139
Westbound	RT	0.00	86	0	0.000	E-W(2): 0.212 *
	TH	2.00	550	3,400	0.187 *	
	LT	1.00	98	1,700	0.058	V/C: 0.433
Northbound	RT	0.00	32	0	0.000	Lost Time: 0.100
	TH	2.00	501	3,400	0.157	
	LT	1.00	17	1,700	0.010 *	
Eastbound	RT	0.00	34	0	0.000	ICU: 0.533
	TH	2.00	242	3,400	0.081	
	LT	1.00	43	1,700	0.025 *	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: DEL MAR BOULEVARD						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	35	1,700	0.000	N-S(1): 0.322 *
	TH	1.00	263	1,700	0.155	N-S(2): 0.198
	LT	1.00	74	1,700	0.044 *	E-W(1): 0.221
Westbound	RT	0.00	106	0	0.000	E-W(2): 0.297 *
	TH	2.00	774	3,400	0.259 *	
	LT	1.00	68	1,700	0.040	V/C: 0.619
Northbound	RT	1.00	52	1,700	0.000	Lost Time: 0.100
	TH	1.00	472	1,700	0.278 *	
	LT	1.00	73	1,700	0.043	
Eastbound	RT	0.00	41	0	0.000	ICU: 0.719
	TH	2.00	574	3,400	0.181	
	LT	1.00	64	1,700	0.038 *	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	96	1,700	0.019	N-S(1): 0.281 *
	TH	1.00	389	1,700	0.229	N-S(2): 0.248
	LT	1.00	93	1,700	0.055 *	E-W(1): 0.305 *
Westbound	RT	0.00	98	0	0.000	E-W(2): 0.273
	TH	2.00	700	3,400	0.235	
	LT	1.00	81	1,700	0.048 *	V/C: 0.586
Northbound	RT	1.00	67	1,700	0.000	Lost Time: 0.100
	TH	1.00	384	1,700	0.226 *	
	LT	1.00	32	1,700	0.019	
Eastbound	RT	0.00	44	0	0.000	ICU: 0.686
	TH	2.00	831	3,400	0.257 *	
	LT	1.00	64	1,700	0.038	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: CALIFORNIA BOULEVARD						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	84	1,700	0.012	N-S(1): 0.280 *
	TH	1.00	331	1,700	0.210	N-S(2): 0.234
	LT	0.00	26	1,700	0.015 *	E-W(1): 0.206
Westbound	RT	0.00	90	0	0.000	E-W(2): 0.297 *
	TH	2.00	790	3,400	0.259 *	
	LT	1.00	12	1,700	0.007	V/C: 0.577
Northbound	RT	1.00	110	1,700	0.058	Lost Time: 0.100
	TH	1.00	409	1,700	0.265 *	
	LT	0.00	41	1,700	0.024	
Eastbound	RT	0.00	26	0	0.000	ICU: 0.677
	TH	2.00	650	3,400	0.199	
	LT	1.00	64	1,700	0.038 *	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	53	1,700	0.000	N-S(1): 0.234
	TH	1.00	381	1,700	0.239 *	N-S(2): 0.256 *
	LT	0.00	25	1,700	0.015	E-W(1): 0.330 *
Westbound	RT	0.00	55	0	0.000	E-W(2): 0.272
	TH	2.00	696	3,400	0.221	
	LT	1.00	31	1,700	0.018 *	V/C: 0.586
Northbound	RT	1.00	123	1,700	0.054	Lost Time: 0.100
	TH	1.00	343	1,700	0.219	
	LT	0.00	29	1,700	0.017 *	
Eastbound	RT	0.00	40	0	0.000	ICU: 0.686
	TH	2.00	1,022	3,400	0.312 *	
	LT	1.00	87	1,700	0.051	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EL MOLINO AVENUE						
East/West Street: MAPLE STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	50	0	0.000	N-S(1): 0.076
	TH	2.00	248	3,400	0.088 *	N-S(2): 0.107 *
	LT	0.00	0	0	0.000	E-W(1): 0.075
Westbound	RT	0.00	18	0	0.000	E-W(2): 0.199 *
	TH	2.00	531	3,400	0.199 *	
	LT	0.00	127	1,700	0.075	V/C: 0.306
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	1.00	129	1,700	0.076	
	LT	1.00	33	1,700	0.019 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.406
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	24	0	0.000	N-S(1): 0.185 *
	TH	2.00	137	3,400	0.047	N-S(2): 0.094
	LT	0.00	0	0	0.000 *	E-W(1): 0.066
Westbound	RT	0.00	39	0	0.000	E-W(2): 0.184 *
	TH	2.00	476	3,400	0.184 *	
	LT	0.00	112	1,700	0.066	V/C: 0.369
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	1.00	314	1,700	0.185 *	
	LT	1.00	80	1,700	0.047	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.469
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EL MOLINO AVENUE						
East/West Street: CORSON STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.124 *
	TH	2.00	320	3,400	0.094	N-S(2): 0.094
	LT	1.00	78	1,700	0.046 *	E-W(1): 0.105 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.016
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.229
Northbound	RT	1.00	46	1,700	0.027	Lost Time: 0.100
	TH	1.00	133	1,700	0.078 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	61	0	0.000	ICU: 0.329
	TH	2.00	270	3,400	0.105 *	
	LT	0.00	27	1,700	0.016	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.209 *
	TH	2.00	207	3,400	0.061	N-S(2): 0.061
	LT	1.00	37	1,700	0.022 *	E-W(1): 0.244 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.044
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.453
Northbound	RT	1.00	73	1,700	0.043	Lost Time: 0.100
	TH	1.00	318	1,700	0.187 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	51	0	0.000	ICU: 0.553
	TH	2.00	706	3,400	0.244 *	
	LT	0.00	74	1,700	0.044	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EL MOLINO AVENUE						
East/West Street: WALNUT STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	84	0	0.000	N-S(1): 0.100
	TH	1.00	315	1,700	0.239 *	N-S(2): 0.244 *
	LT	0.00	7	1,700	0.004	E-W(1): 0.150
Westbound	RT	0.00	22	0	0.000	E-W(2): 0.202 *
	TH	2.00	641	3,400	0.195 *	
	LT	1.00	45	1,700	0.026	V/C: 0.446
Northbound	RT	0.00	13	0	0.000	Lost Time: 0.100
	TH	1.00	142	1,700	0.096	
	LT	0.00	8	1,700	0.005 *	
Eastbound	RT	0.00	62	0	0.000	ICU: 0.546
	TH	2.00	358	3,400	0.124	
	LT	1.00	12	1,700	0.007 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	63	0	0.000	N-S(1): 0.199 *
	TH	1.00	189	1,700	0.157	N-S(2): 0.166
	LT	0.00	15	1,700	0.009 *	E-W(1): 0.273 *
Westbound	RT	0.00	61	0	0.000	E-W(2): 0.236
	TH	2.00	663	3,400	0.213	
	LT	1.00	42	1,700	0.025 *	V/C: 0.472
Northbound	RT	0.00	55	0	0.000	Lost Time: 0.100
	TH	1.00	252	1,700	0.190 *	
	LT	0.00	16	1,700	0.009	
Eastbound	RT	0.00	70	0	0.000	ICU: 0.572
	TH	2.00	772	3,400	0.248 *	
	LT	1.00	39	1,700	0.023	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EL MOLINO AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	29	0	0.000	N-S(1): 0.148
	TH	1.00	215	1,700	0.156 *	N-S(2): 0.171 *
	LT	0.00	21	1,700	0.012	E-W(1): 0.131
Westbound	RT	1.00	41	1,700	0.012	E-W(2): 0.194 *
	TH	2.00	613	3,400	0.180 *	
	LT	1.00	40	1,700	0.024	V/C: 0.365
Northbound	RT	0.00	25	0	0.000	Lost Time: 0.100
	TH	1.00	181	1,700	0.136	
	LT	0.00	26	1,700	0.015 *	
Eastbound	RT	1.00	18	1,700	0.000	ICU: 0.465
	TH	2.00	365	3,400	0.107	
	LT	1.00	23	1,700	0.014 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	48	0	0.000	N-S(1): 0.191
	TH	1.00	243	1,700	0.204 *	N-S(2): 0.223 *
	LT	0.00	56	1,700	0.033	E-W(1): 0.274
Westbound	RT	1.00	50	1,700	0.000	E-W(2): 0.281 *
	TH	2.00	837	3,400	0.246 *	
	LT	1.00	41	1,700	0.024	V/C: 0.504
Northbound	RT	0.00	42	0	0.000	Lost Time: 0.100
	TH	1.00	193	1,700	0.158	
	LT	0.00	33	1,700	0.019 *	
Eastbound	RT	1.00	29	1,700	0.000	ICU: 0.604
	TH	2.00	849	3,400	0.250	
	LT	1.00	59	1,700	0.035 *	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: MAPLE STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	538	1,700	0.316 *	N-S(1): 0.191
	TH	2.00	705	3,400	0.207	N-S(2): 0.450 *
	LT	0.00	0	0	0.000	E-W(1): 0.358 *
Westbound	RT	1.00	163	1,700	0.096	E-W(2): 0.322
	TH	1.74	955	2,964	0.322	
	LT	1.26	688	1,922	0.358 *	V/C: 0.808
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	651	3,400	0.191	
	LT	2.00	411	3,060	0.134 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.908
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: E
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	358	1,700	0.211	N-S(1): 0.413
	TH	2.00	716	3,400	0.211 *	N-S(2): 0.431 *
	LT	0.00	0	0	0.000	E-W(1): 0.235 *
Westbound	RT	1.00	238	1,700	0.140	E-W(2): 0.211
	TH	1.78	638	3,018	0.211	
	LT	1.22	440	1,873	0.235 *	V/C: 0.666
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	1,403	3,400	0.413	
	LT	2.00	674	3,060	0.220 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.766
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: CORSON STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.238 *
	TH	3.00	1,051	5,100	0.206	N-S(2): 0.206
	LT	2.00	351	3,060	0.115 *	E-W(1): 0.241
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.266 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.504
Northbound	RT	1.33	279	2,262	0.123	Lost Time: 0.100
	TH	1.67	350	2,838	0.123 *	
	Left-Turns at Maple	TH	2.00	232	3,400	0.068
Eastbound	RT	2.00	934	3,400	0.241	ICU: 0.604
	TH	1.87	761	3,179	0.239	
	LT	1.13	460	1,729	0.266 *	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.300 *
	TH	3.00	957	5,100	0.188	N-S(2): 0.188
	LT	2.00	196	3,060	0.064 *	E-W(1): 0.328
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.365 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.665
Northbound	RT	1.00	310	1,700	0.182	Lost Time: 0.100
	TH	2.00	801	3,400	0.236 *	
	Left-Turns at Maple	TH	2.00	383	3,400	0.113
Eastbound	RT	1.10	614	1,869	0.226	ICU: 0.765
	TH	2.30	1,287	3,918	0.328	
	LT	1.60	891	2,441	0.365 *	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: WALNUT STREET						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	95	0	0.000	N-S(1): 0.197
	TH	3.00	1,775	5,100	0.367 *	N-S(2): 0.412 *
	LT	1.00	112	1,700	0.066	E-W(1): 0.143
Westbound	RT	0.00	59	0	0.000	E-W(2): 0.265 *
	TH	2.00	693	3,400	0.221 *	
	LT	1.00	92	1,700	0.054	V/C: 0.677
Northbound	RT	1.00	49	1,700	0.000	Lost Time: 0.100
	TH	3.00	669	5,100	0.131	
	LT	1.00	77	1,700	0.045 *	
Eastbound	RT	0.00	52	0	0.000	ICU: 0.777
	TH	2.00	250	3,400	0.089	
	LT	2.00	136	3,060	0.044 *	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	105	0	0.000	N-S(1): 0.308 *
	TH	3.00	1,298	5,100	0.275 *	N-S(2): 0.308 *
	LT	1.00	163	1,700	0.096	E-W(1): 0.229
Westbound	RT	0.00	104	0	0.000	E-W(2): 0.269 *
	TH	2.00	454	3,400	0.164 *	
	LT	1.00	30	1,700	0.018	V/C: 0.577
Northbound	RT	1.00	99	1,700	0.041	Lost Time: 0.100
	TH	3.00	1,082	5,100	0.212	
	LT	1.00	56	1,700	0.033 *	
Eastbound	RT	0.00	48	0	0.000	ICU: 0.677
	TH	2.00	670	3,400	0.211	
	LT	2.00	320	3,060	0.105 *	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	186	1,700	0.031	N-S(1): 0.220
	TH	2.00	934	3,400	0.275 *	N-S(2): 0.336 *
	LT	1.00	120	1,700	0.071	E-W(1): 0.116
Westbound	RT	1.00	125	1,700	0.003	E-W(2): 0.232 *
	TH	2.00	519	3,400	0.153 *	
	LT	1.00	90	1,700	0.053	V/C: 0.568
Northbound	RT	0.00	41	0	0.000	Lost Time: 0.100
	TH	3.00	720	5,100	0.149	
	LT	1.00	104	1,700	0.061 *	
Eastbound	RT	1.00	50	1,700	0.000	ICU: 0.668
	TH	2.00	214	3,400	0.063	
	LT	1.00	134	1,700	0.079 *	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	244	1,700	0.028	N-S(1): 0.336 *
	TH	2.00	868	3,400	0.255	N-S(2): 0.333
	LT	1.00	226	1,700	0.133 *	E-W(1): 0.251
Westbound	RT	1.00	190	1,700	0.000	E-W(2): 0.282 *
	TH	2.00	563	3,400	0.166 *	
	LT	1.00	92	1,700	0.054	V/C: 0.618
Northbound	RT	0.00	98	0	0.000	Lost Time: 0.100
	TH	3.00	939	5,100	0.203 *	
	LT	1.00	132	1,700	0.078	
Eastbound	RT	1.00	139	1,700	0.004	ICU: 0.718
	TH	2.00	669	3,400	0.197	
	LT	1.00	197	1,700	0.116 *	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: DEL MAR BOULEVARD						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	208	1,700	0.050	N-S(1): 0.234 *
	TH	2.00	394	3,400	0.116	N-S(2): 0.169
	LT	1.00	83	1,700	0.049 *	E-W(1): 0.167
Westbound	RT	1.00	141	1,700	0.034	E-W(2): 0.333 *
	TH	2.00	886	3,400	0.261 *	
	LT	1.00	63	1,700	0.037	V/C: 0.567
Northbound	RT	0.00	70	0	0.000	Lost Time: 0.100
	TH	2.00	559	3,400	0.185 *	
	LT	1.00	90	1,700	0.053	
Eastbound	RT	1.00	76	1,700	0.000	ICU: 0.667
	TH	2.00	443	3,400	0.130	
	LT	1.00	123	1,700	0.072 *	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	125	1,700	0.008	N-S(1): 0.298 *
	TH	2.00	593	3,400	0.174	N-S(2): 0.229
	LT	1.00	203	1,700	0.119 *	E-W(1): 0.305 *
Westbound	RT	1.00	108	1,700	0.000	E-W(2): 0.227
	TH	2.00	552	3,400	0.162	
	LT	1.00	89	1,700	0.052 *	V/C: 0.603
Northbound	RT	0.00	109	0	0.000	Lost Time: 0.100
	TH	2.00	499	3,400	0.179 *	
	LT	1.00	94	1,700	0.055	
Eastbound	RT	1.00	107	1,700	0.008	ICU: 0.703
	TH	2.00	861	3,400	0.253 *	
	LT	1.00	111	1,700	0.065	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: CALIFORNIA BOULEVARD						
Scenario: BASELINE (2013) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	154	1,700	0.008	N-S(1): 0.207
	TH	1.00	332	1,700	0.195 *	N-S(2): 0.282 *
	LT	1.00	82	1,700	0.048	E-W(1): 0.285
Westbound	RT	1.00	91	1,700	0.005	E-W(2): 0.408 *
	TH	1.00	554	1,700	0.326 *	
	LT	1.00	72	1,700	0.042	V/C: 0.690
Northbound	RT	0.00	89	0	0.000	Lost Time: 0.100
	TH	2.00	451	3,400	0.159	
	LT	1.00	148	1,700	0.087 *	
Eastbound	RT	1.00	113	1,700	0.000	ICU: 0.790
	TH	1.00	413	1,700	0.243	
	LT	1.00	140	1,700	0.082 *	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	343	1,700	0.106	N-S(1): 0.206
	TH	1.00	487	1,700	0.286 *	N-S(2): 0.360 *
	LT	1.00	120	1,700	0.071	E-W(1): 0.464 *
Westbound	RT	1.00	80	1,700	0.000	E-W(2): 0.357
	TH	1.00	446	1,700	0.262	
	LT	1.00	100	1,700	0.059 *	V/C: 0.824
Northbound	RT	0.00	100	0	0.000	Lost Time: 0.100
	TH	2.00	360	3,400	0.135	
	LT	1.00	125	1,700	0.074 *	
Eastbound	RT	1.00	126	1,700	0.001	ICU: 0.924
	TH	1.00	688	1,700	0.405 *	
	LT	1.00	162	1,700	0.095	LOS: E

* = Critical Movement

APPENDIX J

ICU Worksheets – Future (2016) Pre-Project with Ambient Growth Conditions

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: FAIR OAKS AVENUE						
East/West Street: MAPLE STREET						
Scenario: FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	439	0	0.000	N-S(1): 0.107
	TH	3.00	1,217	5,100	0.325 *	N-S(2): 0.419 *
	LT	0.00	0	0	0.000	E-W(1): 0.159 *
Westbound	RT	1.00	199	1,700	0.117	E-W(2): 0.143
	TH	1.99	484	3,386	0.143	
	LT	1.01	245	1,543	0.159 *	
						V/C: 0.578
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	363	3,400	0.107	
	LT	2.00	287	3,060	0.094 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.678
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	408	1,700	0.240 *	N-S(1): 0.276
	TH	3.00	707	3,400	0.208	N-S(2): 0.380 *
	LT	0.00	0	0	0.000	E-W(1): 0.126
Westbound	RT	1.00	218	1,700	0.128	E-W(2): 0.189 *
	TH	2.00	641	3,400	0.189 *	
	LT	1.00	215	1,700	0.126	
						V/C: 0.569
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	940	3,400	0.276	
	LT	2.00	429	3,060	0.140 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.668
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: FAIR OAKS AVENUE						
East/West Street: CORSON STREET						
Scenario: FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.248 *
	TH	3.00	1,183	5,100	0.232	N-S(2): 0.232
	LT	1.00	276	1,700	0.162 *	E-W(1): 0.232 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.124
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
						V/C: 0.480
Northbound	RT	1.00	96	1,700	0.056	Lost Time: 0.100
	TH	3.00	438	5,100	0.086 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	358	1,700	0.211	ICU: 0.580
	TH	2.00	788	3,400	0.232 *	
	LT	1.00	210	1,700	0.124	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.316 *
	TH	3.00	676	5,100	0.133	N-S(2): 0.133
	LT	1.00	194	1,700	0.114 *	E-W(1): 0.223 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.223 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000 *	
						V/C: 0.539
Northbound	RT	1.00	268	1,700	0.158	Lost Time: 0.100
	TH	3.00	1,031	5,100	0.202 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	236	1,700	0.139	ICU: 0.639
	TH	2.00	759	3,400	0.223 *	
	LT	1.00	379	1,700	0.223 *	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: FAIR OAKS AVENUE						
East/West Street: WALNUT STREET						
Scenario: FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	110	0	0.000	N-S(1): 0.271
	TH	3.00	1,138	5,100	0.245 *	N-S(2): 0.274 *
	LT	1.00	289	1,700	0.170	E-W(1): 0.270 *
Westbound	RT	1.00	139	1,700	0.000	E-W(2): 0.113
	TH	2.00	288	3,400	0.085	
	LT	1.00	96	1,700	0.056 *	V/C: 0.544
Northbound	RT	1.00	94	1,700	0.000	Lost Time: 0.100
	TH	2.00	345	3,400	0.101	
	LT	1.00	50	1,700	0.029 *	
Eastbound	RT	0.00	89	0	0.000	ICU: 0.644
	TH	2.00	640	3,400	0.214 *	
	LT	1.00	48	1,700	0.028	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	63	0	0.000	N-S(1): 0.381 *
	TH	3.00	677	5,100	0.145	N-S(2): 0.216
	LT	1.00	216	1,700	0.127 *	E-W(1): 0.209
Westbound	RT	1.00	255	1,700	0.023	E-W(2): 0.291 *
	TH	2.00	791	3,400	0.233 *	
	LT	1.00	82	1,700	0.048	V/C: 0.672
Northbound	RT	1.00	109	1,700	0.016	Lost Time: 0.100
	TH	2.00	862	3,400	0.254 *	
	LT	1.00	120	1,700	0.071	
Eastbound	RT	0.00	68	0	0.000	ICU: 0.772
	TH	2.00	479	3,400	0.161	
	LT	1.00	99	1,700	0.058 *	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: COLORADO BOULEVARD						
Scenario: FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	8	1,700	0.000	N-S(1): 0.080
	TH	2.00	158	3,400	0.048 *	N-S(2): 0.107 *
	LT	0.00	4	1,700	0.002	E-W(1): 0.211 *
Westbound	RT	1.00	29	1,700	0.015	E-W(2): 0.120
	TH	2.00	357	3,400	0.105	
	LT	1.00	185	1,700	0.109 *	V/C: 0.318
Northbound	RT	1.00	201	1,700	0.009	Lost Time: 0.100
	TH	2.00	165	3,400	0.078	
	LT	0.00	100	1,700	0.059 *	
Eastbound	RT	0.00	50	0	0.000	ICU: 0.418
	TH	2.00	296	3,400	0.102 *	
	LT	1.00	25	1,700	0.015	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	40	1,700	0.012	N-S(1): 0.141
	TH	2.00	273	3,400	0.087 *	N-S(2): 0.182 *
	LT	0.00	24	1,700	0.014	E-W(1): 0.358 *
Westbound	RT	1.00	45	1,700	0.012	E-W(2): 0.201
	TH	2.00	642	3,400	0.189	
	LT	1.00	292	1,700	0.172 *	V/C: 0.540
Northbound	RT	1.00	208	1,700	0.000	Lost Time: 0.100
	TH	2.00	271	3,400	0.127	
	LT	0.00	162	1,700	0.095 *	
Eastbound	RT	0.00	65	0	0.000	ICU: 0.640
	TH	2.00	567	3,400	0.186 *	
	LT	1.00	20	1,700	0.012	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: GREEN STREET						
Scenario: FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.162 *
	TH	2.00	294	3,400	0.086	N-S(2): 0.086
	LT	1.00	61	1,700	0.036 *	E-W(1): 0.081 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.014
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.243
Northbound	RT	2.00	382	3,400	0.112	Lost Time: 0.100
	TH	2.00	428	3,400	0.126 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	61	0	0.000	ICU: 0.343
	TH	4.00	467	6,800	0.081 *	
	LT	0.00	23	1,700	0.014	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.188 *
	TH	2.00	570	3,400	0.168	N-S(2): 0.168
	LT	1.00	50	1,700	0.029 *	E-W(1): 0.177 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.018
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.365
Northbound	RT	2.00	244	3,400	0.072	Lost Time: 0.100
	TH	2.00	539	3,400	0.159 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	75	0	0.000	ICU: 0.465
	TH	4.00	1,099	6,800	0.177 *	
	LT	0.00	31	1,700	0.018	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: CORDOVA STREET						
Scenario: FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.179 *
	TH	2.00	333	3,400	0.098	N-S(2): 0.098
	LT	1.00	21	1,700	0.012 *	E-W(1): 0.104 *
Westbound	RT	1.00	113	1,700	0.054	E-W(2): 0.054
	TH	0.00	0	0	0.000	
	LT	2.00	317	3,060	0.104 *	V/C: 0.283
Northbound	RT	0.00	121	0	0.000	Lost Time: 0.100
	TH	3.00	732	5,100	0.167 *	
	LT	1.00	0	1,700	0.000	
Eastbound	RT	1.00	0	1,700	0.000	ICU: 0.383
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	3	0	0.000	N-S(1): 0.159
	TH	2.00	608	3,400	0.180 *	N-S(2): 0.181 *
	LT	1.00	30	1,700	0.018	E-W(1): 0.211 *
Westbound	RT	1.00	120	1,700	0.053	E-W(2): 0.053
	TH	0.00	0	0	0.000	
	LT	2.00	643	3,060	0.210 *	V/C: 0.392
Northbound	RT	0.00	121	0	0.000	Lost Time: 0.100
	TH	3.00	600	5,100	0.141	
	LT	1.00	1	1,700	0.001 *	
Eastbound	RT	1.00	3	1,700	0.001 *	ICU: 0.492
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: DEL MAR BOULEVARD						
Scenario: FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS						
Thru Lane: 1700 vph [1]		N-S Split Phase : N				
Left-Turn Lane: 1700 vph [1]		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	150	1,139	0.094	N-S(1): 0.230 * N-S(2): 0.182 E-W(1): 0.301 E-W(2): 0.319 * V/C: 0.549 Lost Time: 0.100
	TH	3.00	528	5,100	0.104	
	LT	1.00	70	1,700	0.041 *	
Westbound	RT	1.00	21	1,700	0.000	V/C: 0.549 Lost Time: 0.100
	TH	2.00	639	2,278	0.281 *	
	LT	1.00	206	1,700	0.121	
Northbound	RT	0.00	182	0	0.000	ICU: 0.649 LOS: B
	TH	3.00	782	5,100	0.189 *	
	LT	1.00	89	1,139	0.078	
Eastbound	RT	1.00	91	1,139	0.002	ICU: 0.649 LOS: B
	TH	2.00	409	2,278	0.180	
	LT	1.00	43	1,139	0.038 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	251	1,139	0.177	N-S(1): 0.219 N-S(2): 0.306 * E-W(1): 0.392 * E-W(2): 0.281 V/C: 0.698 Lost Time: 0.100
	TH	3.00	974	5,100	0.191 *	
	LT	1.00	54	1,700	0.032	
Westbound	RT	1.00	35	1,700	0.000	V/C: 0.698 Lost Time: 0.100
	TH	2.00	542	2,278	0.238	
	LT	1.00	229	1,700	0.135 *	
Northbound	RT	0.00	236	0	0.000	ICU: 0.798 LOS: C
	TH	3.00	720	5,100	0.187	
	LT	1.00	131	1,139	0.115 *	
Eastbound	RT	1.00	127	1,139	0.000	ICU: 0.798 LOS: C
	TH	2.00	585	2,278	0.257 *	
	LT	1.00	49	1,139	0.043	

* = Critical Movement

[1] Capacity for approaches/movements delayed by the adjacent railroad crossing have been reduced to 1,139 vph.

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: CALIFORNIA BOULEVARD						
Scenario: FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS						
Thru Lane: 1700 vph [1]		N-S Split Phase : N				
Left-Turn Lane: 1700 vph [1]		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	26	0	0.000	N-S(1): 0.245 N-S(2): 0.264 * E-W(1): 0.377 E-W(2): 0.378 * V/C: 0.642 Lost Time: 0.100
	TH	3.00	671	4,539	0.154 *	
	LT	1.00	31	1,700	0.018	
Westbound	RT	0.00	23	0	0.000	V/C: 0.642 Lost Time: 0.100
	TH	2.00	781	2,278	0.353 *	
	LT	1.00	337	1,700	0.198	
Northbound	RT	0.00	202	0	0.000	ICU: 0.742 LOS: C
	TH	3.00	957	5,100	0.227	
	LT	1.00	125	1,139	0.110 *	
Eastbound	RT	1.00	106	1,139	0.000	ICU: 0.742 LOS: C
	TH	2.00	407	2,278	0.179	
	LT	1.00	29	1,139	0.025 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	94	0	0.000	N-S(1): 0.276 N-S(2): 0.391 * E-W(1): 0.496 * E-W(2): 0.333 V/C: 0.887 Lost Time: 0.100
	TH	3.00	1,170	4,539	0.278 *	
	LT	1.00	71	1,700	0.042	
Westbound	RT	0.00	73	0	0.000	V/C: 0.887 Lost Time: 0.100
	TH	2.00	507	2,278	0.255	
	LT	1.00	291	1,700	0.171 *	
Northbound	RT	0.00	288	0	0.000	ICU: 0.987 LOS: E
	TH	3.00	907	5,100	0.234	
	LT	1.00	129	1,139	0.113 *	
Eastbound	RT	1.00	130	1,139	0.001	ICU: 0.987 LOS: E
	TH	2.00	741	2,278	0.325 *	
	LT	1.00	89	1,139	0.078	

* = Critical Movement

[1] Capacity for approaches/movements delayed by the adjacent railroad crossing have been reduced to 1,139 vph.

Project:	PASEO COLORADO REDEVELOPMENT PROJECT
North/South Street:	MARENGO AVENUE
East/West Street:	MAPLE STREET
Scenario:	FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS

Thru Lane:	1700 vph	N-S Split Phase :	N
Left-Turn Lane:	1700 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	75	0	0.000	N-S(1): 0.060
	TH	2.00	604	3,400	0.200 *	N-S(2): 0.249 *
	LT	0.00	0	0	0.000	E-W(1): 0.278 *
Westbound	RT	0.00	58	0	0.000	E-W(2): 0.250
	TH	1.55	601	2,636	0.250	V/C: 0.527
	LT	1.45	616	2,218	0.278 *	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	ICU: 0.627
	TH	2.00	205	3,400	0.060	
	LT	1.00	84	1,700	0.049 *	
Eastbound	RT	0.00	0	0	0.000	LOS: B
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	41	0	0.000	N-S(1): 0.112
	TH	2.00	287	3,400	0.096 *	N-S(2): 0.221 *
	LT	0.00	0	0	0.000	E-W(1): 0.210
Westbound	RT	0.00	120	0	0.000	E-W(2): 0.274 *
	TH	2.00	811	3,400	0.274 *	V/C: 0.495
	LT	1.00	357	1,700	0.210	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	ICU: 0.595
	TH	2.00	382	3,400	0.112	
	LT	1.00	213	1,700	0.125 *	
Eastbound	RT	0.00	0	0	0.000	LOS: A
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	

* = Critical Movement

Project:	PASEO COLORADO REDEVELOPMENT PROJECT
North/South Street:	MARENGO AVENUE
East/West Street:	CORSON STREET
Scenario:	FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS

Thru Lane:	1700 vph	N-S Split Phase :	N
Left-Turn Lane:	1700 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.268 *
	TH	2.00	912	3,400	0.268 *	N-S(2): 0.268 *
	LT	1.00	320	1,700	0.188 *	E-W(1): 0.193 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.024
	TH	0.00	0	0	0.000	V/C: 0.461
	LT	0.00	0	0	0.000 *	Lost Time: 0.100
Northbound	RT	2.00	272	3,400	0.080 *	ICU: 0.561
	TH	2.00	231	3,400	0.068	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	184	0	0.000	LOS: A
	TH	3.00	758	5,100	0.193 *	
	LT	0.00	40	1,700	0.024	

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.198 *
	TH	2.00	502	3,400	0.148	N-S(2): 0.148
	LT	1.00	115	1,700	0.068 *	E-W(1): 0.243 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.069
	TH	0.00	0	0	0.000	V/C: 0.441
	LT	0.00	0	0	0.000 *	Lost Time: 0.100
Northbound	RT	1.74	383	2,953	0.130	ICU: 0.541
	TH	2.26	499	3,847	0.130 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	118	0	0.000	LOS: A
	TH	3.00	1,003	5,100	0.243 *	
	LT	0.00	118	1,700	0.069	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: WALNUT STREET						
Scenario: FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	137	0	0.000	N-S(1): 0.187
	TH	2.00	951	3,400	0.320 *	N-S(2): 0.371 *
	LT	1.00	89	1,700	0.052	E-W(1): 0.276 *
Westbound	RT	1.00	48	1,700	0.000	E-W(2): 0.152
	TH	2.00	442	3,400	0.130	
	LT	1.00	69	1,700	0.041 *	V/C: 0.647
Northbound	RT	1.00	94	1,700	0.015	Lost Time: 0.100
	TH	2.00	458	3,400	0.135	
	LT	1.00	87	1,700	0.051 *	
Eastbound	RT	0.00	155	0	0.000	ICU: 0.747
	TH	2.00	645	3,400	0.235 *	
	LT	1.00	38	1,700	0.022	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	67	0	0.000	N-S(1): 0.259 *
	TH	2.00	507	3,400	0.169	N-S(2): 0.248
	LT	1.00	70	1,700	0.041 *	E-W(1): 0.357 *
Westbound	RT	1.00	96	1,700	0.015	E-W(2): 0.291
	TH	2.00	862	3,400	0.254	
	LT	1.00	106	1,700	0.062 *	V/C: 0.616
Northbound	RT	1.00	132	1,700	0.015	Lost Time: 0.100
	TH	2.00	741	3,400	0.218 *	
	LT	1.00	135	1,700	0.079	
Eastbound	RT	0.00	91	0	0.000	ICU: 0.716
	TH	2.00	911	3,400	0.295 *	
	LT	1.00	63	1,700	0.037	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: UNION STREET						
Scenario: FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	95	0	0.000	N-S(1): 0.171
	TH	2.00	641	3,400	0.216 *	N-S(2): 0.257 *
	LT	0.00	0	0	0.000	E-W(1): 0.019
Westbound	RT	0.00	26	0	0.000	E-W(2): 0.078 *
	TH	3.00	341	5,100	0.078 *	
	LT	0.00	33	1,700	0.019	V/C: 0.335
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	581	3,400	0.171	
	LT	1.00	69	1,700	0.041 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.435
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	64	0	0.000	N-S(1): 0.167
	TH	2.00	571	3,400	0.187 *	N-S(2): 0.213 *
	LT	0.00	0	0	0.000	E-W(1): 0.067
Westbound	RT	0.00	91	0	0.000	E-W(2): 0.209 *
	TH	3.00	859	5,100	0.209 *	
	LT	0.00	114	1,700	0.067	V/C: 0.422
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	569	3,400	0.167	
	LT	1.00	44	1,700	0.026 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.522
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	78	0	0.000	N-S(1): 0.162
	TH	2.00	573	3,400	0.191 *	N-S(2): 0.216 *
	LT	1.00	33	1,700	0.019	E-W(1): 0.180 *
Westbound	RT	1.00	31	1,700	0.000	E-W(2): 0.156
	TH	2.00	436	3,400	0.128	
	LT	1.00	100	1,700	0.059 *	V/C: 0.396
Northbound	RT	1.00	43	1,700	0.000	Lost Time: 0.100
	TH	2.00	487	3,400	0.143	
	LT	1.00	43	1,700	0.025 *	
Eastbound	RT	1.00	37	1,700	0.000	ICU: 0.496
	TH	2.00	413	3,400	0.121 *	
	LT	1.00	47	1,700	0.028	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	78	0	0.000	N-S(1): 0.225
	TH	2.00	587	3,400	0.196 *	N-S(2): 0.229 *
	LT	1.00	112	1,700	0.066	E-W(1): 0.264
Westbound	RT	1.00	48	1,700	0.000	E-W(2): 0.284 *
	TH	2.00	826	3,400	0.243 *	
	LT	1.00	98	1,700	0.058	V/C: 0.513
Northbound	RT	1.00	75	1,700	0.000	Lost Time: 0.100
	TH	2.00	542	3,400	0.159	
	LT	1.00	56	1,700	0.033 *	
Eastbound	RT	1.00	31	1,700	0.000	ICU: 0.613
	TH	2.00	700	3,400	0.206	
	LT	1.00	70	1,700	0.041 *	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: GREEN STREET						
Scenario: FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.300 *
	TH	2.00	430	3,400	0.126	N-S(2): 0.126
	LT	1.00	250	1,700	0.147 *	E-W(1): 0.123 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.048
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.423
Northbound	RT	1.00	114	1,700	0.067	Lost Time: 0.100
	TH	2.00	521	3,400	0.153 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	86	0	0.000	ICU: 0.523
	TH	4.00	750	6,800	0.123 *	
	LT	1.00	82	1,700	0.048	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.240 *
	TH	2.00	555	3,400	0.163	N-S(2): 0.163
	LT	1.00	169	1,700	0.099 *	E-W(1): 0.176 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.105
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.416
Northbound	RT	1.00	235	1,700	0.138	Lost Time: 0.100
	TH	2.00	479	3,400	0.141 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	234	0	0.000	ICU: 0.516
	TH	4.00	964	6,800	0.176 *	
	LT	1.00	179	1,700	0.105	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: CORDOVA STREET						
Scenario: FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	61	1,700	0.025	N-S(1): 0.359 *
	TH	1.00	408	1,700	0.240	N-S(2): 0.269
	LT	1.00	83	1,700	0.049 *	E-W(1): 0.075
Westbound	RT	0.00	173	0	0.000	E-W(2): 0.159 *
	TH	2.00	331	3,400	0.148 *	
	LT	1.00	58	1,700	0.034	V/C: 0.518
Northbound	RT	1.00	60	1,700	0.001	Lost Time: 0.100
	TH	1.00	527	1,700	0.310 *	
	LT	1.00	49	1,700	0.029	
Eastbound	RT	0.00	17	0	0.000	ICU: 0.618
	TH	2.00	123	3,400	0.041	
	LT	1.00	19	1,700	0.011 *	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	157	1,700	0.083	N-S(1): 0.314
	TH	1.00	566	1,700	0.333 *	N-S(2): 0.347 *
	LT	1.00	76	1,700	0.045	E-W(1): 0.119
Westbound	RT	0.00	164	0	0.000	E-W(2): 0.220 *
	TH	2.00	554	3,400	0.211 *	
	LT	1.00	125	1,700	0.074	V/C: 0.567
Northbound	RT	1.00	70	1,700	0.000	Lost Time: 0.100
	TH	1.00	458	1,700	0.269	
	LT	1.00	23	1,700	0.014 *	
Eastbound	RT	0.00	22	0	0.000	ICU: 0.667
	TH	2.00	132	3,400	0.045	
	LT	1.00	16	1,700	0.009 *	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: DEL MAR BOULEVARD						
Scenario: FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	63	1,700	0.037	N-S(1): 0.337 *
	TH	1.00	380	1,700	0.224	N-S(2): 0.290
	LT	1.00	70	1,700	0.041 *	E-W(1): 0.244 *
Westbound	RT	0.00	61	0	0.000	E-W(2): 0.242
	TH	2.00	692	3,400	0.221	
	LT	1.00	125	1,700	0.074 *	V/C: 0.581
Northbound	RT	1.00	99	1,700	0.000	Lost Time: 0.100
	TH	1.00	503	1,700	0.296 *	
	LT	1.00	112	1,700	0.066	
Eastbound	RT	0.00	52	0	0.000	ICU: 0.681
	TH	2.00	527	3,400	0.170 *	
	LT	1.00	36	1,700	0.021	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	85	1,700	0.050	N-S(1): 0.288
	TH	1.00	566	1,700	0.333 *	N-S(2): 0.375 *
	LT	1.00	74	1,700	0.044	E-W(1): 0.303 *
Westbound	RT	0.00	40	0	0.000	E-W(2): 0.228
	TH	2.00	643	3,400	0.201	
	LT	1.00	115	1,700	0.068 *	V/C: 0.678
Northbound	RT	1.00	120	1,700	0.003	Lost Time: 0.100
	TH	1.00	415	1,700	0.244	
	LT	1.00	71	1,700	0.042 *	
Eastbound	RT	0.00	82	0	0.000	ICU: 0.778
	TH	2.00	718	3,400	0.235 *	
	LT	1.00	46	1,700	0.027	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: CALIFORNIA BOULEVARD						
Scenario: FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	68	1,700	0.012	N-S(1): 0.281
	TH	1.00	437	1,700	0.257 *	N-S(2): 0.315 *
	LT	1.00	30	1,700	0.018	E-W(1): 0.174
Westbound	RT	0.00	41	0	0.000	E-W(2): 0.332 *
	TH	2.00	993	3,400	0.304 *	V/C: 0.647 Lost Time: 0.100
	LT	1.00	2	1,700	0.001	
Northbound	RT	1.00	76	1,700	0.044	ICU: 0.747 LOS: C
	TH	1.00	447	1,700	0.263	
	LT	1.00	99	1,700	0.058 *	
Eastbound	RT	0.00	67	0	0.000	LOS: C
	TH	2.00	521	3,400	0.173	
	LT	1.00	47	1,700	0.028 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	73	1,700	0.009	N-S(1): 0.322
	TH	1.00	565	1,700	0.332 *	N-S(2): 0.370 *
	LT	1.00	67	1,700	0.039	E-W(1): 0.328 *
Westbound	RT	0.00	44	0	0.000	E-W(2): 0.263
	TH	2.00	733	3,400	0.229	V/C: 0.698 Lost Time: 0.100
	LT	1.00	40	1,700	0.024 *	
Northbound	RT	1.00	199	1,700	0.094	ICU: 0.798 LOS: C
	TH	1.00	481	1,700	0.283	
	LT	1.00	64	1,700	0.038 *	
Eastbound	RT	0.00	81	0	0.000	LOS: C
	TH	2.00	953	3,400	0.304 *	
	LT	1.00	58	1,700	0.034	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: GARFIELD AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	25	1,700	0.000	N-S(1): 0.010 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	17	1,700	0.010 *	E-W(1): 0.155
Westbound	RT	1.00	31	1,700	0.008	E-W(2): 0.190 *
	TH	2.00	572	3,400	0.168 *	V/C: 0.200 Lost Time: 0.100
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	ICU: 0.300 LOS: A
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	LOS: A
	TH	2.00	528	3,400	0.155	
	LT	1.00	38	1,700	0.022 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	50	1,700	0.011	N-S(1): 0.049 *
	TH	0.00	0	0	0.000	N-S(2): 0.011
	LT	1.00	83	1,700	0.049 *	E-W(1): 0.229
Westbound	RT	1.00	36	1,700	0.000	E-W(2): 0.261 *
	TH	2.00	823	3,400	0.242 *	V/C: 0.310 Lost Time: 0.100
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	ICU: 0.410 LOS: A
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	LOS: A
	TH	2.00	779	3,400	0.229	
	LT	1.00	32	1,700	0.019 *	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: GARFIELD AVENUE						
East/West Street: GREEN STREET						
Scenario: FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.028 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	47	1,700	0.028 *	E-W(1): 0.170 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.120
	TH	0.00	0	0	0.000	V/C: 0.198
	LT	0.00	0	0	0.000 *	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.298
	TH	4.00	952	6,800	0.170 *	LOS: A
	LT	0.00	204	1,700	0.120	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.104 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	177	1,700	0.104 *	E-W(1): 0.209 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.079
	TH	0.00	0	0	0.000	V/C: 0.313
	LT	0.00	0	0	0.000 *	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.413
	TH	4.00	1,285	6,800	0.209 *	LOS: A
	LT	0.00	134	1,700	0.079	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EUCLID AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	22	0	0.000	N-S(1): 0.025 *
	TH	1.00	8	1,700	0.018	N-S(2): 0.025 *
	LT	1.00	23	1,700	0.014 *	E-W(1): 0.159
Westbound	RT	1.00	33	1,700	0.006	E-W(2): 0.212 *
	TH	2.00	590	3,400	0.174 *	V/C: 0.237
	LT	1.00	45	1,700	0.026	Lost Time: 0.100
Northbound	RT	1.00	13	1,700	0.000	
	TH	1.00	6	1,700	0.011 *	
	LT	0.00	12	1,700	0.007	
Eastbound	RT	1.00	19	1,700	0.004	ICU: 0.337
	TH	2.00	451	3,400	0.133	LOS: A
	LT	1.00	65	1,700	0.038 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	38	0	0.000	N-S(1): 0.123 *
	TH	1.00	37	1,700	0.044	N-S(2): 0.082
	LT	1.00	95	1,700	0.056 *	E-W(1): 0.283 *
Westbound	RT	1.00	41	1,700	0.000	E-W(2): 0.259
	TH	2.00	819	3,400	0.241	V/C: 0.406
	LT	1.00	96	1,700	0.056 *	Lost Time: 0.100
Northbound	RT	1.00	75	1,700	0.000	
	TH	1.00	50	1,700	0.067 *	
	LT	0.00	64	1,700	0.038	
Eastbound	RT	1.00	81	1,700	0.010	ICU: 0.506
	TH	2.00	771	3,400	0.227 *	LOS: A
	LT	1.00	31	1,700	0.018	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EUCLID AVENUE						
East/West Street: GREEN STREET						
Scenario: FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.039 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	14	1,700	0.008 *	E-W(1): 0.150 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.003
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.189
Northbound	RT	1.00	52	1,700	0.031 *	Lost Time: 0.100
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	68	0	0.000	ICU: 0.289
	TH	4.00	949	6,800	0.150 *	
	LT	1.00	5	1,700	0.003	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.053 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	19	1,700	0.011 *	E-W(1): 0.212 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.016
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.265
Northbound	RT	1.00	71	1,700	0.042 *	Lost Time: 0.100
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	81	0	0.000	ICU: 0.365
	TH	4.00	1,360	6,800	0.212 *	
	LT	1.00	28	1,700	0.016	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: MAPLE STREET						
Scenario: FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	143	0	0.000	N-S(1): 0.101
	TH	2.00	642	3,400	0.231 *	N-S(2): 0.287 *
	LT	0.00	0	0	0.000	E-W(1): 0.159
Westbound	RT	0.00	53	0	0.000	E-W(2): 0.183 *
	TH	2.00	298	3,400	0.183 *	
	LT	0.00	270	1,700	0.159	V/C: 0.470
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	345	3,400	0.101	
	LT	1.00	96	1,700	0.056 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.570
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	93	0	0.000	N-S(1): 0.220
	TH	2.00	470	3,400	0.166 *	N-S(2): 0.328 *
	LT	0.00	0	0	0.000	E-W(1): 0.056
Westbound	RT	0.00	87	0	0.000	E-W(2): 0.156 *
	TH	2.00	347	3,400	0.156 *	
	LT	0.00	96	1,700	0.056	V/C: 0.484
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	747	3,400	0.220	
	LT	1.00	276	1,700	0.162 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.584
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: CORSON STREET						
Scenario: FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.162
	TH	2.00	882	3,400	0.259 *	N-S(2): 0.259 *
	LT	1.00	85	1,700	0.050	E-W(1): 0.159 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.024
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.418
Northbound	RT	1.00	124	1,700	0.073	Lost Time: 0.100
	TH	2.00	380	3,400	0.112	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	271	1,700	0.159 *	ICU: 0.518
	TH	2.00	180	1,700	0.130	
	LT	0.00	41	1,700	0.024	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.271 *
	TH	2.00	518	3,400	0.152	N-S(2): 0.152
	LT	1.00	40	1,700	0.024 *	E-W(1): 0.278 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.107
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.549
Northbound	RT	1.00	193	1,700	0.114	Lost Time: 0.100
	TH	2.00	841	3,400	0.247 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	141	0	0.000	ICU: 0.649
	TH	2.00	622	3,400	0.278 *	
	LT	0.00	182	1,700	0.107	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: WALNUT STREET						
Scenario: FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	114	1,700	0.023	N-S(1): 0.194
	TH	2.00	808	3,400	0.238 *	N-S(2): 0.313 *
	LT	1.00	92	1,700	0.054	E-W(1): 0.171
Westbound	RT	0.00	110	0	0.000	E-W(2): 0.229 *
	TH	2.00	519	3,400	0.185 *	
	LT	1.00	95	1,700	0.056	V/C: 0.542
Northbound	RT	1.00	76	1,700	0.000	Lost Time: 0.100
	TH	2.00	475	3,400	0.140	
	LT	1.00	128	1,700	0.075 *	
Eastbound	RT	1.00	159	1,700	0.018	ICU: 0.642
	TH	2.00	391	3,400	0.115	
	LT	1.00	75	1,700	0.044 *	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	122	1,700	0.007	N-S(1): 0.294 *
	TH	2.00	531	3,400	0.156	N-S(2): 0.247
	LT	1.00	95	1,700	0.056 *	E-W(1): 0.232
Westbound	RT	0.00	187	0	0.000	E-W(2): 0.314 *
	TH	2.00	658	3,400	0.249 *	
	LT	1.00	75	1,700	0.044	V/C: 0.608
Northbound	RT	1.00	119	1,700	0.026	Lost Time: 0.100
	TH	2.00	810	3,400	0.238 *	
	LT	1.00	155	1,700	0.091	
Eastbound	RT	1.00	138	1,700	0.000	ICU: 0.708
	TH	2.00	639	3,400	0.188	
	LT	1.00	110	1,700	0.065 *	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: UNION STREET						
Scenario: FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	343	1,700	0.202 *	N-S(1): 0.159 N-S(2): 0.283 * E-W(1): 0.032 E-W(2): 0.103 * V/C: 0.386 Lost Time: 0.100
	TH	2.00	684	3,400	0.201	
	LT	0.00	0	0	0.000	
Westbound	RT	1.00	101	1,700	0.059	V/C: 0.386 Lost Time: 0.100
	TH	3.00	525	5,100	0.103 *	
	LT	1.00	54	1,700	0.032	
Northbound	RT	0.00	0	0	0.000	ICU: 0.486 LOS: A
	TH	2.00	540	3,400	0.159	
	LT	1.00	137	1,700	0.081 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.525 LOS: A
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	204	1,700	0.120	N-S(1): 0.266 * N-S(2): 0.236 E-W(1): 0.062 E-W(2): 0.134 * V/C: 0.400 Lost Time: 0.100
	TH	2.00	589	3,400	0.173	
	LT	0.00	0	0	0.000 *	
Westbound	RT	1.00	228	1,700	0.134 *	V/C: 0.400 Lost Time: 0.100
	TH	3.00	582	5,100	0.114	
	LT	1.00	106	1,700	0.062	
Northbound	RT	0.00	0	0	0.000	ICU: 0.500 LOS: A
	TH	2.00	906	3,400	0.266 *	
	LT	1.00	107	1,700	0.063	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.650 LOS: B
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	100	1,700	0.006	N-S(1): 0.230 * N-S(2): 0.225 E-W(1): 0.147 E-W(2): 0.195 * V/C: 0.425 Lost Time: 0.100
	TH	2.00	568	3,400	0.167	
	LT	1.00	89	1,700	0.052 *	
Westbound	RT	1.00	74	1,700	0.000	V/C: 0.425 Lost Time: 0.100
	TH	2.00	487	3,400	0.143 *	
	LT	1.00	64	1,700	0.038	
Northbound	RT	1.00	75	1,700	0.006	ICU: 0.525 LOS: A
	TH	2.00	606	3,400	0.178 *	
	LT	1.00	99	1,700	0.058	
Eastbound	RT	1.00	44	1,700	0.000	ICU: 0.525 LOS: A
	TH	2.00	370	3,400	0.109	
	LT	1.00	89	1,700	0.052 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	115	1,700	0.016	N-S(1): 0.276 * N-S(2): 0.247 E-W(1): 0.254 E-W(2): 0.274 * V/C: 0.550 Lost Time: 0.100
	TH	2.00	552	3,400	0.162	
	LT	1.00	106	1,700	0.062 *	
Westbound	RT	1.00	105	1,700	0.000	V/C: 0.550 Lost Time: 0.100
	TH	2.00	757	3,400	0.223 *	
	LT	1.00	50	1,700	0.029	
Northbound	RT	1.00	74	1,700	0.014	ICU: 0.650 LOS: B
	TH	2.00	729	3,400	0.214 *	
	LT	1.00	144	1,700	0.085	
Eastbound	RT	1.00	125	1,700	0.000	ICU: 0.650 LOS: B
	TH	2.00	765	3,400	0.225	
	LT	1.00	87	1,700	0.051 *	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: GREEN STREET						
Scenario: FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.286 *
	TH	2.00	526	3,400	0.155	N-S(2): 0.155
	LT	1.00	158	1,700	0.093 *	E-W(1): 0.156 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.097
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.442
Northbound	RT	0.00	46	0	0.000	Lost Time: 0.100
	TH	2.00	610	3,400	0.193 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	58	1,700	0.034	ICU: 0.542
	TH	3.00	795	5,100	0.156 *	
	LT	1.00	165	1,700	0.097	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.269 *
	TH	2.00	616	3,400	0.181	N-S(2): 0.181
	LT	1.00	101	1,700	0.059 *	E-W(1): 0.207 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.150
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.476
Northbound	RT	0.00	29	0	0.000	Lost Time: 0.100
	TH	2.00	686	3,400	0.210 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	136	1,700	0.080	ICU: 0.576
	TH	3.00	1,055	5,100	0.207 *	
	LT	1.00	255	1,700	0.150	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: CORDOVA STREET						
Scenario: FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	144	1,700	0.059	N-S(1): 0.248 *
	TH	1.00	350	1,700	0.206	N-S(2): 0.245
	LT	1.00	94	1,700	0.055 *	E-W(1): 0.079
Westbound	RT	0.00	76	0	0.000	E-W(2): 0.167 *
	TH	2.00	404	3,400	0.141 *	
	LT	1.00	41	1,700	0.024	V/C: 0.415
Northbound	RT	0.00	60	0	0.000	Lost Time: 0.100
	TH	2.00	597	3,400	0.193 *	
	LT	1.00	66	1,700	0.039	
Eastbound	RT	0.00	15	0	0.000	ICU: 0.515
	TH	2.00	173	3,400	0.055	
	LT	1.00	44	1,700	0.026 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	170	1,700	0.074	N-S(1): 0.218
	TH	1.00	539	1,700	0.317 *	N-S(2): 0.327 *
	LT	1.00	101	1,700	0.059	E-W(1): 0.145
Westbound	RT	0.00	90	0	0.000	E-W(2): 0.220 *
	TH	2.00	569	3,400	0.194 *	
	LT	1.00	102	1,700	0.060	V/C: 0.547
Northbound	RT	0.00	33	0	0.000	Lost Time: 0.100
	TH	2.00	508	3,400	0.159	
	LT	1.00	17	1,700	0.010 *	
Eastbound	RT	0.00	36	0	0.000	ICU: 0.647
	TH	2.00	253	3,400	0.085	
	LT	1.00	45	1,700	0.026 *	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: DEL MAR BOULEVARD						
Scenario: FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	32	1,700	0.000	N-S(1): 0.333 *
	TH	1.00	271	1,700	0.159	N-S(2): 0.204
	LT	1.00	74	1,700	0.044 *	E-W(1): 0.231
Westbound	RT	0.00	110	0	0.000	E-W(2): 0.309 *
	TH	2.00	808	3,400	0.270 *	
	LT	1.00	71	1,700	0.042	V/C: 0.642
Northbound	RT	1.00	54	1,700	0.000	Lost Time: 0.100
	TH	1.00	491	1,700	0.289 *	
	LT	1.00	76	1,700	0.045	
Eastbound	RT	0.00	43	0	0.000	ICU: 0.742
	TH	2.00	600	3,400	0.189	
	LT	1.00	67	1,700	0.039 *	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	87	1,700	0.012	N-S(1): 0.283 *
	TH	1.00	394	1,700	0.232	N-S(2): 0.251
	LT	1.00	92	1,700	0.054 *	E-W(1): 0.319 *
Westbound	RT	0.00	97	0	0.000	E-W(2): 0.282
	TH	2.00	730	3,400	0.243	
	LT	1.00	85	1,700	0.050 *	V/C: 0.602
Northbound	RT	1.00	70	1,700	0.000	Lost Time: 0.100
	TH	1.00	390	1,700	0.229 *	
	LT	1.00	33	1,700	0.019	
Eastbound	RT	0.00	46	0	0.000	ICU: 0.702
	TH	2.00	869	3,400	0.269 *	
	LT	1.00	67	1,700	0.039	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: CALIFORNIA BOULEVARD						
Scenario: FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	89	1,700	0.013	N-S(1): 0.291 *
	TH	1.00	343	1,700	0.217	N-S(2): 0.242
	LT	0.00	26	1,700	0.015 *	E-W(1): 0.216
Westbound	RT	0.00	93	0	0.000	E-W(2): 0.309 *
	TH	2.00	825	3,400	0.270 *	
	LT	1.00	13	1,700	0.008	V/C: 0.600
Northbound	RT	1.00	115	1,700	0.060	Lost Time: 0.100
	TH	1.00	426	1,700	0.276 *	
	LT	0.00	43	1,700	0.025	
Eastbound	RT	0.00	27	0	0.000	ICU: 0.700
	TH	2.00	680	3,400	0.208	
	LT	1.00	67	1,700	0.039 *	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	53	1,700	0.000	N-S(1): 0.236
	TH	1.00	392	1,700	0.243 *	N-S(2): 0.261 *
	LT	0.00	21	1,700	0.012	E-W(1): 0.346 *
Westbound	RT	0.00	53	0	0.000	E-W(2): 0.283
	TH	2.00	726	3,400	0.229	
	LT	1.00	32	1,700	0.019 *	V/C: 0.607
Northbound	RT	1.00	129	1,700	0.057	Lost Time: 0.100
	TH	1.00	350	1,700	0.224	
	LT	0.00	30	1,700	0.018 *	
Eastbound	RT	0.00	42	0	0.000	ICU: 0.707
	TH	2.00	1,069	3,400	0.327 *	
	LT	1.00	91	1,700	0.054	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EL MOLINO AVENUE						
East/West Street: MAPLE STREET						
Scenario: FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	52	0	0.000	N-S(1): 0.079
	TH	2.00	257	3,400	0.091 *	N-S(2): 0.112 *
	LT	0.00	0	0	0.000	E-W(1): 0.078
Westbound	RT	0.00	19	0	0.000	E-W(2): 0.206 *
	TH	2.00	548	3,400	0.206 *	V/C: 0.318
	LT	0.00	133	1,700	0.078	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	ICU: 0.418
	TH	1.00	134	1,700	0.079	
	LT	1.00	35	1,700	0.021 *	
Eastbound	RT	0.00	0	0	0.000	LOS: A
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	25	0	0.000	N-S(1): 0.190 *
	TH	2.00	138	3,400	0.048	N-S(2): 0.097
	LT	0.00	0	0	0.000 *	E-W(1): 0.069
Westbound	RT	0.00	41	0	0.000	E-W(2): 0.186 *
	TH	2.00	473	3,400	0.186 *	V/C: 0.376
	LT	0.00	117	1,700	0.069	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	ICU: 0.476
	TH	1.00	323	1,700	0.190 *	
	LT	1.00	84	1,700	0.049	
Eastbound	RT	0.00	0	0	0.000	LOS: A
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EL MOLINO AVENUE						
East/West Street: CORSON STREET						
Scenario: FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.129 *
	TH	2.00	333	3,400	0.098	N-S(2): 0.098
	LT	1.00	82	1,700	0.048 *	E-W(1): 0.108 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.016
	TH	0.00	0	0	0.000	V/C: 0.237
	LT	0.00	0	0	0.000 *	Lost Time: 0.100
Northbound	RT	1.00	46	1,700	0.027	ICU: 0.337
	TH	1.00	138	1,700	0.081 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	64	0	0.000	LOS: A
	TH	2.00	275	3,400	0.108 *	
	LT	0.00	28	1,700	0.016	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.215 *
	TH	2.00	211	3,400	0.062	N-S(2): 0.062
	LT	1.00	39	1,700	0.023 *	E-W(1): 0.252 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.045
	TH	0.00	0	0	0.000	V/C: 0.467
	LT	0.00	0	0	0.000 *	Lost Time: 0.100
Northbound	RT	1.00	73	1,700	0.043	ICU: 0.567
	TH	1.00	327	1,700	0.192 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	53	0	0.000	LOS: A
	TH	2.00	728	3,400	0.252 *	
	LT	0.00	77	1,700	0.045	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EL MOLINO AVENUE						
East/West Street: WALNUT STREET						
Scenario: FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	88	0	0.000	N-S(1): 0.102
	TH	1.00	327	1,700	0.248 *	N-S(2): 0.253 *
	LT	0.00	7	1,700	0.004	E-W(1): 0.156
Westbound	RT	0.00	23	0	0.000	E-W(2): 0.211 *
	TH	2.00	667	3,400	0.203 *	
	LT	1.00	47	1,700	0.028	V/C: 0.464
Northbound	RT	0.00	14	0	0.000	Lost Time: 0.100
	TH	1.00	144	1,700	0.098	
	LT	0.00	8	1,700	0.005 *	
Eastbound	RT	0.00	65	0	0.000	ICU: 0.564
	TH	2.00	370	3,400	0.128	
	LT	1.00	13	1,700	0.008 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	66	0	0.000	N-S(1): 0.204 *
	TH	1.00	192	1,700	0.161	N-S(2): 0.171
	LT	0.00	16	1,700	0.009 *	E-W(1): 0.283 *
Westbound	RT	0.00	64	0	0.000	E-W(2): 0.245
	TH	2.00	686	3,400	0.221	
	LT	1.00	44	1,700	0.026 *	V/C: 0.487
Northbound	RT	0.00	58	0	0.000	Lost Time: 0.100
	TH	1.00	256	1,700	0.195 *	
	LT	0.00	17	1,700	0.010	
Eastbound	RT	0.00	73	0	0.000	ICU: 0.587
	TH	2.00	800	3,400	0.257 *	
	LT	1.00	41	1,700	0.024	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EL MOLINO AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	28	0	0.000	N-S(1): 0.154
	TH	1.00	225	1,700	0.162 *	N-S(2): 0.178 *
	LT	0.00	22	1,700	0.013	E-W(1): 0.135
Westbound	RT	1.00	43	1,700	0.012	E-W(2): 0.200 *
	TH	2.00	629	3,400	0.185 *	
	LT	1.00	42	1,700	0.025	V/C: 0.378
Northbound	RT	0.00	26	0	0.000	Lost Time: 0.100
	TH	1.00	186	1,700	0.141	
	LT	0.00	27	1,700	0.016 *	
Eastbound	RT	1.00	19	1,700	0.000	ICU: 0.478
	TH	2.00	373	3,400	0.110	
	LT	1.00	25	1,700	0.015 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	45	0	0.000	N-S(1): 0.194
	TH	1.00	254	1,700	0.211 *	N-S(2): 0.230 *
	LT	0.00	59	1,700	0.035	E-W(1): 0.279
Westbound	RT	1.00	52	1,700	0.000	E-W(2): 0.282 *
	TH	2.00	838	3,400	0.246 *	
	LT	1.00	43	1,700	0.025	V/C: 0.512
Northbound	RT	0.00	44	0	0.000	Lost Time: 0.100
	TH	1.00	194	1,700	0.159	
	LT	0.00	32	1,700	0.019 *	
Eastbound	RT	1.00	28	1,700	0.000	ICU: 0.612
	TH	2.00	863	3,400	0.254	
	LT	1.00	61	1,700	0.036 *	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: MAPLE STREET						
Scenario: FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	563	1,700	0.331 *	N-S(1): 0.199
	TH	2.00	733	3,400	0.216	N-S(2): 0.472 *
	LT	0.00	0	0	0.000	E-W(1): 0.373 *
Westbound	RT	1.00	170	1,700	0.100	E-W(2): 0.335
	TH	1.74	991	2,956	0.335	V/C: 0.845
	LT	1.26	719	1,930	0.373 *	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	ICU: 0.945
	TH	2.00	677	3,400	0.199	
	LT	2.00	430	3,060	0.141 *	
Eastbound	RT	0.00	0	0	0.000	LOS: E
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	374	1,700	0.220 *	N-S(1): 0.428
	TH	2.00	736	3,400	0.216	N-S(2): 0.450 *
	LT	0.00	0	0	0.000	E-W(1): 0.240 *
Westbound	RT	1.00	249	1,700	0.146	E-W(2): 0.216
	TH	1.75	642	2,971	0.216	V/C: 0.690
	LT	1.25	460	1,916	0.240 *	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	ICU: 0.790
	TH	2.00	1,456	3,400	0.428	
	LT	2.00	705	3,060	0.230 *	
Eastbound	RT	0.00	0	0	0.000	LOS: C
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: CORSON STREET						
Scenario: FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.248 *
	TH	3.00	1,095	5,100	0.215	N-S(2): 0.215
	LT	2.00	367	3,060	0.120 *	E-W(1): 0.252
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.276 *
	TH	0.00	0	0	0.000 *	V/C: 0.524
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	1.34	290	2,272	0.128	ICU: 0.624
	TH	1.66	361	2,828	0.128 *	
	Left-Turns at Maple	TH	2.00	243	3,400	
Eastbound	RT	2.00	977	3,400	0.252	LOS: B
	TH	1.86	785	3,162	0.248	
	LT	1.14	481	1,744	0.276 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.310 *
	TH	3.00	988	5,100	0.194	N-S(2): 0.194
	LT	2.00	205	3,060	0.067 *	E-W(1): 0.342
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.380 *
	TH	0.00	0	0	0.000 *	V/C: 0.690
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	1.00	321	1,700	0.189	ICU: 0.790
	TH	2.00	827	3,400	0.243 *	
	Left-Turns at Maple	TH	2.00	400	3,400	
Eastbound	RT	1.10	642	1,878	0.235	LOS: C
	TH	2.29	1,332	3,896	0.342	
	LT	1.60	932	2,453	0.380 *	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: WALNUT STREET						
Scenario: FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	99	0	0.000	N-S(1): 0.205
	TH	3.00	1,852	5,100	0.383 *	N-S(2): 0.431 *
	LT	1.00	117	1,700	0.069	E-W(1): 0.147
Westbound	RT	0.00	62	0	0.000	E-W(2): 0.277 *
	TH	2.00	722	3,400	0.231 *	V/C: 0.708
	LT	1.00	96	1,700	0.056	Lost Time: 0.100
Northbound	RT	1.00	51	1,700	0.000	ICU: 0.808
	TH	3.00	693	5,100	0.136	
	LT	1.00	81	1,700	0.048 *	
Eastbound	RT	0.00	54	0	0.000	LOS: D
	TH	2.00	257	3,400	0.091	
	LT	2.00	142	3,060	0.046 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	110	0	0.000	N-S(1): 0.319
	TH	3.00	1,345	5,100	0.285 *	N-S(2): 0.320 *
	LT	1.00	170	1,700	0.100	E-W(1): 0.237
Westbound	RT	0.00	109	0	0.000	E-W(2): 0.278 *
	TH	2.00	467	3,400	0.169 *	V/C: 0.598
	LT	1.00	31	1,700	0.018	Lost Time: 0.100
Northbound	RT	1.00	104	1,700	0.043	ICU: 0.698
	TH	3.00	1,117	5,100	0.219	
	LT	1.00	59	1,700	0.035 *	
Eastbound	RT	0.00	50	0	0.000	LOS: B
	TH	2.00	693	3,400	0.219	
	LT	2.00	335	3,060	0.109 *	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	190	1,700	0.030	N-S(1): 0.229
	TH	2.00	977	3,400	0.287 *	N-S(2): 0.351 *
	LT	1.00	125	1,700	0.074	E-W(1): 0.119
Westbound	RT	1.00	131	1,700	0.004	E-W(2): 0.239 *
	TH	2.00	535	3,400	0.157 *	V/C: 0.590
	LT	1.00	94	1,700	0.055	Lost Time: 0.100
Northbound	RT	0.00	43	0	0.000	ICU: 0.690
	TH	3.00	748	5,100	0.155	
	LT	1.00	108	1,700	0.064 *	
Eastbound	RT	1.00	51	1,700	0.000	LOS: B
	TH	2.00	218	3,400	0.064	
	LT	1.00	139	1,700	0.082 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	243	1,700	0.025	N-S(1): 0.349 *
	TH	2.00	908	3,400	0.267	N-S(2): 0.345
	LT	1.00	236	1,700	0.139 *	E-W(1): 0.257
Westbound	RT	1.00	199	1,700	0.000	E-W(2): 0.286 *
	TH	2.00	572	3,400	0.168 *	V/C: 0.635
	LT	1.00	96	1,700	0.056	Lost Time: 0.100
Northbound	RT	0.00	102	0	0.000	ICU: 0.735
	TH	3.00	971	5,100	0.210 *	
	LT	1.00	132	1,700	0.078	
Eastbound	RT	1.00	140	1,700	0.005	LOS: C
	TH	2.00	684	3,400	0.201	
	LT	1.00	201	1,700	0.118 *	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: DEL MAR BOULEVARD						
Scenario: FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	218	1,700	0.052	N-S(1): 0.244 *
	TH	2.00	410	3,400	0.121	N-S(2): 0.176
	LT	1.00	87	1,700	0.051 *	E-W(1): 0.174
Westbound	RT	1.00	147	1,700	0.035	E-W(2): 0.348 *
	TH	2.00	924	3,400	0.272 *	
	LT	1.00	66	1,700	0.039	V/C: 0.592
Northbound	RT	0.00	73	0	0.000	Lost Time: 0.100
	TH	2.00	582	3,400	0.193 *	
	LT	1.00	94	1,700	0.055	
Eastbound	RT	1.00	79	1,700	0.000	ICU: 0.692
	TH	2.00	460	3,400	0.135	
	LT	1.00	129	1,700	0.076 *	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	131	1,700	0.009	N-S(1): 0.310 *
	TH	2.00	614	3,400	0.181	N-S(2): 0.239
	LT	1.00	212	1,700	0.125 *	E-W(1): 0.318 *
Westbound	RT	1.00	113	1,700	0.000	E-W(2): 0.236
	TH	2.00	571	3,400	0.168	
	LT	1.00	93	1,700	0.055 *	V/C: 0.628
Northbound	RT	0.00	114	0	0.000	Lost Time: 0.100
	TH	2.00	514	3,400	0.185 *	
	LT	1.00	98	1,700	0.058	
Eastbound	RT	1.00	112	1,700	0.008	ICU: 0.728
	TH	2.00	895	3,400	0.263 *	
	LT	1.00	116	1,700	0.068	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: CALIFORNIA BOULEVARD						
Scenario: FUTURE (2016) PRE-PROJECT WITH AMBIENT GROWTH CONDITIONS						
Thru Lane: 1700 vph			N-S Split Phase : N			
Left-Turn Lane: 1700 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle): 10			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	161	1,700	0.009	N-S(1): 0.217
	TH	1.00	345	1,700	0.203 *	N-S(2): 0.294 *
	LT	1.00	86	1,700	0.051	E-W(1): 0.298
Westbound	RT	1.00	95	1,700	0.005	E-W(2): 0.425 *
	TH	1.00	577	1,700	0.339 *	
	LT	1.00	75	1,700	0.044	V/C: 0.719
Northbound	RT	0.00	93	0	0.000	Lost Time: 0.100
	TH	2.00	470	3,400	0.166	
	LT	1.00	155	1,700	0.091 *	
Eastbound	RT	1.00	118	1,700	0.000	ICU: 0.819
	TH	1.00	431	1,700	0.254	
	LT	1.00	146	1,700	0.086 *	LOS: D
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	359	1,700	0.112	N-S(1): 0.213
	TH	1.00	503	1,700	0.296 *	N-S(2): 0.373 *
	LT	1.00	125	1,700	0.074	E-W(1): 0.482 *
Westbound	RT	1.00	84	1,700	0.000	E-W(2): 0.370
	TH	1.00	461	1,700	0.271	
	LT	1.00	105	1,700	0.062 *	V/C: 0.855
Northbound	RT	0.00	105	0	0.000	Lost Time: 0.100
	TH	2.00	369	3,400	0.139	
	LT	1.00	131	1,700	0.077 *	
Eastbound	RT	1.00	132	1,700	0.001	ICU: 0.955
	TH	1.00	714	1,700	0.420 *	
	LT	1.00	169	1,700	0.099	LOS: E

* = Critical Movement

APPENDIX K

ICU Worksheets – Cumulative (2016) without Project Conditions

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: FAIR OAKS AVENUE						
East/West Street: MAPLE STREET						
Scenario: CUMULATIVE (2016) BASE CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	441	0	0.000	N-S(1): 0.124
	TH	3.00	1,275	5,100	0.336 *	N-S(2): 0.445 *
	LT	0.00	0	0	0.000	E-W(1): 0.188 *
Westbound	RT	1.00	207	1,700	0.122	E-W(2): 0.169
	TH	1.85	532	3,140	0.169	
	LT	1.15	332	1,764	0.188 *	V/C: 0.633
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	422	3,400	0.124	
	LT	2.00	333	3,060	0.109 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.733
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	410	1,700	0.241 *	N-S(1): 0.301
	TH	3.00	807	3,400	0.237	N-S(2): 0.406 *
	LT	0.00	0	0	0.000	E-W(1): 0.166
Westbound	RT	1.00	226	1,700	0.133	E-W(2): 0.211 *
	TH	2.00	717	3,400	0.211 *	
	LT	1.00	282	1,700	0.166	V/C: 0.617
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	1,024	3,400	0.301	
	LT	2.00	506	3,060	0.165 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.716
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: FAIR OAKS AVENUE						
East/West Street: CORSON STREET						
Scenario: CUMULATIVE (2016) BASE CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.266 *
	TH	3.00	1,325	5,100	0.260	N-S(2): 0.260
	LT	1.00	280	1,700	0.165 *	E-W(1): 0.255 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.140
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.521
Northbound	RT	1.00	156	1,700	0.092	Lost Time: 0.100
	TH	3.00	513	5,100	0.101 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	434	1,705	0.255	ICU: 0.621
	TH	2.00	864	3,395	0.255 *	
	LT	1.00	238	1,700	0.140	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.347 *
	TH	3.00	837	5,100	0.164	N-S(2): 0.164
	LT	1.00	202	1,700	0.119 *	E-W(1): 0.251 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.239
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.598
Northbound	RT	1.00	344	1,700	0.202	Lost Time: 0.100
	TH	3.00	1,164	5,100	0.228 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	304	1,700	0.179	ICU: 0.698
	TH	2.00	853	3,400	0.251 *	
	LT	1.00	407	1,700	0.239	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: FAIR OAKS AVENUE						
East/West Street: WALNUT STREET						
Scenario: CUMULATIVE (2016) BASE CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	162	0	0.000	N-S(1): 0.309
	TH	3.00	1,287	5,100	0.284 *	N-S(2): 0.330 *
	LT	1.00	308	1,700	0.181	E-W(1): 0.309 *
Westbound	RT	1.00	154	1,700	0.000	E-W(2): 0.150
	TH	2.00	346	3,400	0.102	
	LT	1.00	115	1,700	0.068 *	V/C: 0.639
Northbound	RT	1.00	101	1,700	0.000	Lost Time: 0.100
	TH	2.00	434	3,400	0.128	
	LT	1.00	79	1,700	0.046 *	
Eastbound	RT	0.00	107	0	0.000	ICU: 0.739
	TH	2.00	712	3,400	0.241 *	
	LT	1.00	81	1,700	0.048	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	120	0	0.000	N-S(1): 0.429 *
	TH	3.00	815	5,100	0.183	N-S(2): 0.279
	LT	1.00	250	1,700	0.147 *	E-W(1): 0.252
Westbound	RT	1.00	270	1,700	0.012	E-W(2): 0.370 *
	TH	2.00	871	3,400	0.256 *	
	LT	1.00	106	1,700	0.062	V/C: 0.799
Northbound	RT	1.00	128	1,700	0.013	Lost Time: 0.100
	TH	2.00	959	3,400	0.282 *	
	LT	1.00	164	1,700	0.096	
Eastbound	RT	0.00	78	0	0.000	ICU: 0.899
	TH	2.00	569	3,400	0.190	
	LT	1.00	194	1,700	0.114 *	LOS: D

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: COLORADO BOULEVARD						
Scenario: CUMULATIVE (2016) BASE CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	8	1,700	0.000	N-S(1): 0.087
	TH	2.00	221	3,400	0.067 *	N-S(2): 0.128 *
	LT	0.00	6	1,700	0.004	E-W(1): 0.260 *
Westbound	RT	1.00	29	1,700	0.014	E-W(2): 0.144
	TH	2.00	437	3,400	0.129	
	LT	1.00	206	1,700	0.121 *	V/C: 0.388
Northbound	RT	1.00	230	1,700	0.014	Lost Time: 0.100
	TH	2.00	179	3,400	0.083	
	LT	0.00	104	1,700	0.061 *	
Eastbound	RT	0.00	69	0	0.000	ICU: 0.488
	TH	2.00	403	3,400	0.139 *	
	LT	1.00	25	1,700	0.015	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	40	1,700	0.012	N-S(1): 0.155
	TH	2.00	349	3,400	0.110 *	N-S(2): 0.215 *
	LT	0.00	25	1,700	0.015	E-W(1): 0.417 *
Westbound	RT	1.00	47	1,700	0.013	E-W(2): 0.244
	TH	2.00	789	3,400	0.232	
	LT	1.00	325	1,700	0.191 *	V/C: 0.632
Northbound	RT	1.00	267	1,700	0.000	Lost Time: 0.100
	TH	2.00	299	3,400	0.140	
	LT	0.00	178	1,700	0.105 *	
Eastbound	RT	0.00	80	0	0.000	ICU: 0.732
	TH	2.00	688	3,400	0.226 *	
	LT	1.00	20	1,700	0.012	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: GREEN STREET						
Scenario: CUMULATIVE (2016) BASE CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.191 *
	TH	2.00	369	3,400	0.109	N-S(2): 0.109
	LT	1.00	88	1,700	0.052 *	E-W(1): 0.094 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.014
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.285
Northbound	RT	2.00	434	3,400	0.128	Lost Time: 0.100
	TH	2.00	473	3,400	0.139 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	69	0	0.000	ICU: 0.385
	TH	4.00	545	6,800	0.094 *	
	LT	0.00	23	1,700	0.014	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.224 *
	TH	2.00	677	3,400	0.199	N-S(2): 0.199
	LT	1.00	66	1,700	0.039 *	E-W(1): 0.192 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.018
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.416
Northbound	RT	2.00	304	3,400	0.089	Lost Time: 0.100
	TH	2.00	628	3,400	0.185 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	85	0	0.000	ICU: 0.516
	TH	4.00	1,188	6,800	0.192 *	
	LT	0.00	31	1,700	0.018	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: CORDOVA STREET						
Scenario: CUMULATIVE (2016) BASE CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.206 *
	TH	2.00	412	3,400	0.121	N-S(2): 0.121
	LT	1.00	26	1,700	0.015 *	E-W(1): 0.117 *
Westbound	RT	1.00	114	1,700	0.052	E-W(2): 0.052
	TH	0.00	0	0	0.000	
	LT	2.00	357	3,060	0.117 *	V/C: 0.323
Northbound	RT	0.00	146	0	0.000	Lost Time: 0.100
	TH	3.00	828	5,100	0.191 *	
	LT	1.00	0	1,700	0.000	
Eastbound	RT	1.00	0	1,700	0.000	ICU: 0.423
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	3	0	0.000	N-S(1): 0.202
	TH	2.00	710	3,400	0.210 *	N-S(2): 0.211 *
	LT	1.00	42	1,700	0.025	E-W(1): 0.240 *
Westbound	RT	1.00	123	1,700	0.048	E-W(2): 0.048
	TH	0.00	0	0	0.000	
	LT	2.00	731	3,060	0.239 *	V/C: 0.451
Northbound	RT	0.00	158	0	0.000	Lost Time: 0.100
	TH	3.00	747	5,100	0.177	
	LT	1.00	1	1,700	0.001 *	
Eastbound	RT	1.00	3	1,700	0.001 *	ICU: 0.551
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	LOS: A

* = Critical Movement

Project:	PASEO COLORADO REDEVELOPMENT PROJECT					
North/South Street:	ARROYO PARKWAY					
East/West Street:	DEL MAR BOULEVARD					
Scenario:	CUMULATIVE (2016) BASE CONDITIONS					

Thru Lane:	1700 vph [1]	N-S Split Phase :	N
Left-Turn Lane:	1700 vph [1]	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	154	1,139	0.091	N-S(1): 0.254 * N-S(2): 0.216 E-W(1): 0.339 E-W(2): 0.350 * V/C: 0.604 Lost Time: 0.100
	TH	3.00	643	5,100	0.126	
	LT	1.00	70	1,700	0.041 *	
Westbound	RT	1.00	25	1,700	0.000	V/C: 0.604 Lost Time: 0.100
	TH	2.00	696	2,278	0.306 *	
	LT	1.00	221	1,700	0.130	
Northbound	RT	0.00	193	0	0.000	ICU: 0.704 LOS: C
	TH	3.00	893	5,100	0.213 *	
	LT	1.00	102	1,139	0.090	
Eastbound	RT	1.00	110	1,139	0.007	ICU: 0.704 LOS: C
	TH	2.00	477	2,278	0.209	
	LT	1.00	50	1,139	0.044 *	

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	285	1,139	0.203	N-S(1): 0.257 N-S(2): 0.358 * E-W(1): 0.429 * E-W(2): 0.344 V/C: 0.787 Lost Time: 0.100
	TH	3.00	1,130	5,100	0.222 *	
	LT	1.00	54	1,700	0.032	
Westbound	RT	1.00	38	1,700	0.000	V/C: 0.787 Lost Time: 0.100
	TH	2.00	676	2,278	0.297	
	LT	1.00	234	1,700	0.138 *	
Northbound	RT	0.00	255	0	0.000	ICU: 0.887 LOS: D
	TH	3.00	895	5,100	0.225	
	LT	1.00	155	1,139	0.136 *	
Eastbound	RT	1.00	139	1,139	0.000	ICU: 0.887 LOS: D
	TH	2.00	662	2,278	0.291 *	
	LT	1.00	54	1,139	0.047	

* = Critical Movement

[1] Capacity for approaches/movements delayed by the adjacent railroad crossing have been reduced to 1,139 vph.

Project:	PASEO COLORADO REDEVELOPMENT PROJECT					
North/South Street:	ARROYO PARKWAY					
East/West Street:	CALIFORNIA BOULEVARD					
Scenario:	CUMULATIVE (2016) BASE CONDITIONS					

Thru Lane:	1700 vph [1]	N-S Split Phase :	N
Left-Turn Lane:	1700 vph [1]	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	35	0	0.000	N-S(1): 0.273 N-S(2): 0.296 * E-W(1): 0.397 E-W(2): 0.408 * V/C: 0.704 Lost Time: 0.100
	TH	3.00	808	4,539	0.186 *	
	LT	1.00	33	1,700	0.019	
Westbound	RT	0.00	29	0	0.000	V/C: 0.704 Lost Time: 0.100
	TH	2.00	830	2,278	0.377 *	
	LT	1.00	344	1,700	0.202	
Northbound	RT	0.00	209	0	0.000	ICU: 0.804 LOS: D
	TH	3.00	1,088	5,100	0.254	
	LT	1.00	125	1,139	0.110 *	
Eastbound	RT	1.00	110	1,139	0.000	ICU: 0.804 LOS: D
	TH	2.00	445	2,278	0.195	
	LT	1.00	35	1,139	0.031 *	

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	98	0	0.000	N-S(1): 0.318 N-S(2): 0.429 * E-W(1): 0.528 * E-W(2): 0.372 V/C: 0.957 Lost Time: 0.100
	TH	3.00	1,337	4,539	0.316 *	
	LT	1.00	71	1,700	0.042	
Westbound	RT	0.00	78	0	0.000	V/C: 0.957 Lost Time: 0.100
	TH	2.00	562	2,278	0.281	
	LT	1.00	298	1,700	0.175 *	
Northbound	RT	0.00	297	0	0.000	ICU: 1.057 LOS: F
	TH	3.00	1,109	5,100	0.276	
	LT	1.00	129	1,139	0.113 *	
Eastbound	RT	1.00	130	1,139	0.001	ICU: 1.057 LOS: F
	TH	2.00	805	2,278	0.353 *	
	LT	1.00	104	1,139	0.091	

* = Critical Movement

[1] Capacity for approaches/movements delayed by the adjacent railroad crossing have been reduced to 1,139 vph.

Project:	PASEO COLORADO REDEVELOPMENT PROJECT
North/South Street:	MARENGO AVENUE
East/West Street:	MAPLE STREET
Scenario:	CUMULATIVE (2016) BASE CONDITIONS

Thru Lane:	1700 vph	N-S Split Phase :	N
Left-Turn Lane:	1700 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	78	0	0.000	N-S(1): 0.070
	TH	2.00	639	3,400	0.211 *	N-S(2): 0.265 *
	LT	0.00	0	0	0.000	E-W(1): 0.307 *
Westbound	RT	0.00	64	0	0.000	E-W(2): 0.276
	TH	1.67	719	2,838	0.276	
	LT	1.33	624	2,036	0.307 *	
Northbound	RT	0.00	0	0	0.000	V/C: 0.572
	TH	2.00	237	3,400	0.070	Lost Time: 0.100
	LT	1.00	91	1,700	0.054 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.672
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: B

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	41	0	0.000	N-S(1): 0.128
	TH	2.00	329	3,400	0.109 *	N-S(2): 0.243 *
	LT	0.00	0	0	0.000	E-W(1): 0.219
Westbound	RT	0.00	126	0	0.000	E-W(2): 0.312 *
	TH	2.00	935	3,400	0.312 *	
	LT	1.00	373	1,700	0.219	
Northbound	RT	0.00	0	0	0.000	V/C: 0.555
	TH	2.00	436	3,400	0.128	Lost Time: 0.100
	LT	1.00	227	1,700	0.134 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.655
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: B

* = Critical Movement

Project:	PASEO COLORADO REDEVELOPMENT PROJECT
North/South Street:	MARENGO AVENUE
East/West Street:	CORSON STREET
Scenario:	CUMULATIVE (2016) BASE CONDITIONS

Thru Lane:	1700 vph	N-S Split Phase :	N
Left-Turn Lane:	1700 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.274
	TH	2.00	952	3,400	0.280 *	N-S(2): 0.280 *
	LT	1.00	321	1,700	0.189	E-W(1): 0.219 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.029
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.499
Northbound	RT	2.00	288	3,400	0.085	Lost Time: 0.100
	TH	2.00	261	3,400	0.077	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	200	0	0.000	ICU: 0.599
	TH	3.00	869	5,100	0.219 *	
	LT	0.00	49	1,700	0.029	LOS: A

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.211 *
	TH	2.00	557	3,400	0.164	N-S(2): 0.164
	LT	1.00	118	1,700	0.069 *	E-W(1): 0.277 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.073
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.488
Northbound	RT	1.68	407	2,859	0.142	Lost Time: 0.100
	TH	2.32	561	3,941	0.142 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	144	0	0.000	ICU: 0.588
	TH	3.00	1,143	5,100	0.277 *	
	LT	0.00	124	1,700	0.073	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: WALNUT STREET						
Scenario: CUMULATIVE (2016) BASE CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	139	0	0.000	N-S(1): 0.203
	TH	2.00	998	3,400	0.334 *	N-S(2): 0.391 *
	LT	1.00	97	1,700	0.057	E-W(1): 0.317 *
Westbound	RT	1.00	50	1,700	0.000	E-W(2): 0.175
	TH	2.00	510	3,400	0.150	
	LT	1.00	83	1,700	0.049 *	V/C: 0.708
Northbound	RT	1.00	110	1,700	0.016	Lost Time: 0.100
	TH	2.00	496	3,400	0.146	
	LT	1.00	97	1,700	0.057 *	
Eastbound	RT	0.00	183	0	0.000	ICU: 0.808
	TH	2.00	729	3,400	0.268 *	
	LT	1.00	43	1,700	0.025	LOS: D
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	74	0	0.000	N-S(1): 0.289 *
	TH	2.00	570	3,400	0.189	N-S(2): 0.283
	LT	1.00	80	1,700	0.047 *	E-W(1): 0.407 *
Westbound	RT	1.00	98	1,700	0.011	E-W(2): 0.320
	TH	2.00	955	3,400	0.281	
	LT	1.00	116	1,700	0.068 *	V/C: 0.696
Northbound	RT	1.00	157	1,700	0.024	Lost Time: 0.100
	TH	2.00	822	3,400	0.242 *	
	LT	1.00	160	1,700	0.094	
Eastbound	RT	0.00	116	0	0.000	ICU: 0.796
	TH	2.00	1,037	3,400	0.339 *	
	LT	1.00	66	1,700	0.039	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: UNION STREET						
Scenario: CUMULATIVE (2016) BASE CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	95	0	0.000	N-S(1): 0.193
	TH	2.00	695	3,400	0.232 *	N-S(2): 0.277 *
	LT	0.00	0	0	0.000	E-W(1): 0.022
Westbound	RT	0.00	69	0	0.000	E-W(2): 0.101 *
	TH	3.00	406	5,100	0.101 *	
	LT	0.00	38	1,700	0.022	V/C: 0.378
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	656	3,400	0.193	
	LT	1.00	77	1,700	0.045 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.478
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	64	0	0.000	N-S(1): 0.205
	TH	2.00	637	3,400	0.206 *	N-S(2): 0.232 *
	LT	0.00	0	0	0.000	E-W(1): 0.073
Westbound	RT	0.00	148	0	0.000	E-W(2): 0.251 *
	TH	3.00	1,006	5,100	0.251 *	
	LT	0.00	124	1,700	0.073	V/C: 0.483
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	698	3,400	0.205	
	LT	1.00	44	1,700	0.026 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.583
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: CUMULATIVE (2016) BASE CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	83	0	0.000	N-S(1): 0.186
	TH	2.00	609	3,400	0.204 *	N-S(2): 0.229 *
	LT	1.00	51	1,700	0.030	E-W(1): 0.223 *
Westbound	RT	1.00	58	1,700	0.004	E-W(2): 0.193
	TH	2.00	531	3,400	0.156	
	LT	1.00	114	1,700	0.067 *	V/C: 0.452
Northbound	RT	1.00	51	1,700	0.000	Lost Time: 0.100
	TH	2.00	531	3,400	0.156	
	LT	1.00	43	1,700	0.025 *	
Eastbound	RT	1.00	40	1,700	0.000	ICU: 0.552
	TH	2.00	531	3,400	0.156 *	
	LT	1.00	63	1,700	0.037	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	86	0	0.000	N-S(1): 0.258 *
	TH	2.00	636	3,400	0.212	N-S(2): 0.246
	LT	1.00	137	1,700	0.081 *	E-W(1): 0.325
Westbound	RT	1.00	109	1,700	0.000	E-W(2): 0.349 *
	TH	2.00	1,000	3,400	0.294 *	
	LT	1.00	125	1,700	0.074	V/C: 0.607
Northbound	RT	1.00	88	1,700	0.000	Lost Time: 0.100
	TH	2.00	601	3,400	0.177 *	
	LT	1.00	57	1,700	0.034	
Eastbound	RT	1.00	38	1,700	0.000	ICU: 0.707
	TH	2.00	853	3,400	0.251	
	LT	1.00	93	1,700	0.055 *	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: GREEN STREET						
Scenario: CUMULATIVE (2016) BASE CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.319 *
	TH	2.00	472	3,400	0.139	N-S(2): 0.139
	LT	1.00	258	1,700	0.152 *	E-W(1): 0.145 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.051
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.464
Northbound	RT	1.00	129	1,700	0.076	Lost Time: 0.100
	TH	2.00	567	3,400	0.167 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	86	0	0.000	ICU: 0.564
	TH	4.00	900	6,800	0.145 *	
	LT	1.00	87	1,700	0.051	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.267 *
	TH	2.00	624	3,400	0.184	N-S(2): 0.184
	LT	1.00	180	1,700	0.106 *	E-W(1): 0.199 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.109
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.466
Northbound	RT	1.00	259	1,700	0.152	Lost Time: 0.100
	TH	2.00	546	3,400	0.161 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	234	0	0.000	ICU: 0.566
	TH	4.00	1,120	6,800	0.199 *	
	LT	1.00	185	1,700	0.109	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: CORDOVA STREET						
Scenario: CUMULATIVE (2016) BASE CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	64	1,700	0.026	N-S(1): 0.393 *
	TH	1.00	447	1,700	0.263	N-S(2): 0.292
	LT	1.00	83	1,700	0.049 *	E-W(1): 0.086
Westbound	RT	0.00	175	0	0.000	E-W(2): 0.172 *
	TH	2.00	369	3,400	0.160 *	V/C: 0.565
	LT	1.00	62	1,700	0.036	Lost Time: 0.100
Northbound	RT	1.00	60	1,700	0.000	ICU: 0.665
	TH	1.00	584	1,700	0.344 *	
	LT	1.00	50	1,700	0.029	
Eastbound	RT	0.00	17	0	0.000	LOS: B
	TH	2.00	152	3,400	0.050	
	LT	1.00	20	1,700	0.012 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	167	1,700	0.088	N-S(1): 0.361
	TH	1.00	624	1,700	0.367 *	N-S(2): 0.382 *
	LT	1.00	76	1,700	0.045	E-W(1): 0.142
Westbound	RT	0.00	171	0	0.000	E-W(2): 0.246 *
	TH	2.00	632	3,400	0.236 *	V/C: 0.628
	LT	1.00	140	1,700	0.082	Lost Time: 0.100
Northbound	RT	1.00	72	1,700	0.000	ICU: 0.728
	TH	1.00	537	1,700	0.316	
	LT	1.00	26	1,700	0.015 *	
Eastbound	RT	0.00	30	0	0.000	LOS: C
	TH	2.00	173	3,400	0.060	
	LT	1.00	17	1,700	0.010 *	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: DEL MAR BOULEVARD						
Scenario: CUMULATIVE (2016) BASE CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	66	1,700	0.039	N-S(1): 0.366 *
	TH	1.00	420	1,700	0.247	N-S(2): 0.313
	LT	1.00	70	1,700	0.041 *	E-W(1): 0.265
Westbound	RT	0.00	64	0	0.000	E-W(2): 0.267 *
	TH	2.00	759	3,400	0.242 *	V/C: 0.633
	LT	1.00	126	1,700	0.074	Lost Time: 0.100
Northbound	RT	1.00	99	1,700	0.000	ICU: 0.733
	TH	1.00	552	1,700	0.325 *	
	LT	1.00	113	1,700	0.066	
Eastbound	RT	0.00	57	0	0.000	LOS: C
	TH	2.00	594	3,400	0.191	
	LT	1.00	43	1,700	0.025 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	94	1,700	0.055	N-S(1): 0.328
	TH	1.00	637	1,700	0.375 *	N-S(2): 0.419 *
	LT	1.00	74	1,700	0.044	E-W(1): 0.328 *
Westbound	RT	0.00	47	0	0.000	E-W(2): 0.275
	TH	2.00	773	3,400	0.241	V/C: 0.747
	LT	1.00	116	1,700	0.068 *	Lost Time: 0.100
Northbound	RT	1.00	120	1,700	0.002	ICU: 0.847
	TH	1.00	482	1,700	0.284	
	LT	1.00	75	1,700	0.044 *	
Eastbound	RT	0.00	86	0	0.000	LOS: D
	TH	2.00	798	3,400	0.260 *	
	LT	1.00	57	1,700	0.034	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: CALIFORNIA BOULEVARD						
Scenario: CUMULATIVE (2016) BASE CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	81	1,700	0.018	N-S(1): 0.306
	TH	1.00	474	1,700	0.279 *	N-S(2): 0.338 *
	LT	1.00	31	1,700	0.018	E-W(1): 0.187
Westbound	RT	0.00	43	0	0.000	E-W(2): 0.349 *
	TH	2.00	1,040	3,400	0.319 *	V/C: 0.687
	LT	1.00	2	1,700	0.001	Lost Time: 0.100
Northbound	RT	1.00	76	1,700	0.044	ICU: 0.787
	TH	1.00	489	1,700	0.288	
	LT	1.00	100	1,700	0.059 *	
Eastbound	RT	0.00	67	0	0.000	LOS: C
	TH	2.00	564	3,400	0.186	
	LT	1.00	51	1,700	0.030 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	86	1,700	0.011	N-S(1): 0.358
	TH	1.00	631	1,700	0.371 *	N-S(2): 0.409 *
	LT	1.00	68	1,700	0.040	E-W(1): 0.347 *
Westbound	RT	0.00	48	0	0.000	E-W(2): 0.285
	TH	2.00	785	3,400	0.245	V/C: 0.756
	LT	1.00	40	1,700	0.024 *	Lost Time: 0.100
Northbound	RT	1.00	199	1,700	0.094	ICU: 0.856
	TH	1.00	541	1,700	0.318	
	LT	1.00	65	1,700	0.038 *	
Eastbound	RT	0.00	81	0	0.000	LOS: D
	TH	2.00	1,017	3,400	0.323 *	
	LT	1.00	68	1,700	0.040	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: GARFIELD AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: CUMULATIVE (2016) BASE CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase :		N		
Left-Turn Lane: 1700 vph		E-W Split Phase :		N		
Dual LT Penalty: 10 %		Lost Time (% of cycle):		10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	31	1,700	0.000	N-S(1): 0.016 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	27	1,700	0.016 *	E-W(1): 0.198
Westbound	RT	1.00	31	1,700	0.002	E-W(2): 0.228 *
	TH	2.00	702	3,400	0.206 *	V/C: 0.244
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	ICU: 0.344
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	LOS: A
	TH	2.00	672	3,400	0.198	
	LT	1.00	38	1,700	0.022 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	59	1,700	0.016	N-S(1): 0.058 *
	TH	0.00	0	0	0.000	N-S(2): 0.016
	LT	1.00	98	1,700	0.058 *	E-W(1): 0.284
Westbound	RT	1.00	36	1,700	0.000	E-W(2): 0.336 *
	TH	2.00	1,077	3,400	0.317 *	V/C: 0.394
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	ICU: 0.494
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	LOS: A
	TH	2.00	966	3,400	0.284	
	LT	1.00	32	1,700	0.019 *	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: GARFIELD AVENUE						
East/West Street: GREEN STREET						
Scenario: CUMULATIVE (2016) BASE CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.031 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	52	1,700	0.031 *	E-W(1): 0.195 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.125
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.226
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.326
	TH	4.00	1,116	6,800	0.195 *	
	LT	0.00	212	1,700	0.125	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.121 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	206	1,700	0.121 *	E-W(1): 0.237 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.095
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.358
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.458
	TH	4.00	1,448	6,800	0.237 *	
	LT	0.00	161	1,700	0.095	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EUCLID AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: CUMULATIVE (2016) BASE CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	22	0	0.000	N-S(1): 0.028
	TH	1.00	12	1,700	0.020 *	N-S(2): 0.029 *
	LT	1.00	23	1,700	0.014	E-W(1): 0.208
Westbound	RT	1.00	37	1,700	0.008	E-W(2): 0.254 *
	TH	2.00	716	3,400	0.211 *	
	LT	1.00	57	1,700	0.034	V/C: 0.283
Northbound	RT	1.00	20	1,700	0.000	Lost Time: 0.100
	TH	1.00	8	1,700	0.014	
	LT	0.00	16	1,700	0.009 *	
Eastbound	RT	1.00	25	1,700	0.005	ICU: 0.383
	TH	2.00	591	3,400	0.174	
	LT	1.00	73	1,700	0.043 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	38	0	0.000	N-S(1): 0.145 *
	TH	1.00	51	1,700	0.052	N-S(2): 0.103
	LT	1.00	95	1,700	0.056 *	E-W(1): 0.357 *
Westbound	RT	1.00	44	1,700	0.000	E-W(2): 0.331
	TH	2.00	1,050	3,400	0.309	
	LT	1.00	133	1,700	0.078 *	V/C: 0.502
Northbound	RT	1.00	117	1,700	0.000	Lost Time: 0.100
	TH	1.00	64	1,700	0.089 *	
	LT	0.00	87	1,700	0.051	
Eastbound	RT	1.00	99	1,700	0.007	ICU: 0.602
	TH	2.00	949	3,400	0.279 *	
	LT	1.00	37	1,700	0.022	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EUCLID AVENUE						
East/West Street: GREEN STREET						
Scenario: CUMULATIVE (2016) BASE CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.040 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	15	1,700	0.009 *	E-W(1): 0.174 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.004
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.214
Northbound	RT	1.00	53	1,700	0.031 *	Lost Time: 0.100
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	73	0	0.000	ICU: 0.314
	TH	4.00	1,111	6,800	0.174 *	
	LT	1.00	7	1,700	0.004	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.060 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	25	1,700	0.015 *	E-W(1): 0.239 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.019
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.299
Northbound	RT	1.00	77	1,700	0.045 *	Lost Time: 0.100
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	82	0	0.000	ICU: 0.399
	TH	4.00	1,546	6,800	0.239 *	
	LT	1.00	33	1,700	0.019	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: MAPLE STREET						
Scenario: CUMULATIVE (2016) BASE CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	143	0	0.000	N-S(1): 0.120
	TH	2.00	719	3,400	0.254 *	N-S(2): 0.330 *
	LT	0.00	0	0	0.000	E-W(1): 0.170
Westbound	RT	0.00	53	0	0.000	E-W(2): 0.195 *
	TH	2.00	321	3,400	0.195 *	
	LT	0.00	289	1,700	0.170	V/C: 0.525
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	408	3,400	0.120	
	LT	1.00	130	1,700	0.076 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.625
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	93	0	0.000	N-S(1): 0.253
	TH	2.00	560	3,400	0.192 *	N-S(2): 0.378 *
	LT	0.00	0	0	0.000	E-W(1): 0.074
Westbound	RT	0.00	87	0	0.000	E-W(2): 0.175 *
	TH	2.00	382	3,400	0.175 *	
	LT	0.00	125	1,700	0.074	V/C: 0.553
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	860	3,400	0.253	
	LT	1.00	316	1,700	0.186 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.653
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: CORSON STREET						
Scenario: CUMULATIVE (2016) BASE CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.192
	TH	2.00	977	3,400	0.287 *	N-S(2): 0.287 *
	LT	1.00	86	1,700	0.051	E-W(1): 0.161 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.024
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.448
Northbound	RT	1.00	137	1,700	0.081	Lost Time: 0.100
	TH	2.00	478	3,400	0.141	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	274	1,700	0.161 *	ICU: 0.548
	TH	2.00	214	1,700	0.150	
	LT	0.00	41	1,700	0.024	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.317 *
	TH	2.00	633	3,400	0.186	N-S(2): 0.186
	LT	1.00	44	1,700	0.026 *	E-W(1): 0.295 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.109
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.612
Northbound	RT	1.00	214	1,700	0.126	Lost Time: 0.100
	TH	2.00	989	3,400	0.291 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	152	0	0.000	ICU: 0.712
	TH	2.00	665	3,400	0.295 *	
	LT	0.00	185	1,700	0.109	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: WALNUT STREET						
Scenario: CUMULATIVE (2016) BASE CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	118	1,700	0.003	N-S(1): 0.215
	TH	2.00	900	3,400	0.265 *	N-S(2): 0.342 *
	LT	1.00	103	1,700	0.061	E-W(1): 0.202
Westbound	RT	0.00	118	0	0.000	E-W(2): 0.277 *
	TH	2.00	599	3,400	0.211 *	
	LT	1.00	116	1,700	0.068	V/C: 0.619
Northbound	RT	1.00	77	1,700	0.000	Lost Time: 0.100
	TH	2.00	524	3,400	0.154	
	LT	1.00	131	1,700	0.077 *	
Eastbound	RT	1.00	193	1,700	0.036	ICU: 0.719
	TH	2.00	457	3,400	0.134	
	LT	1.00	113	1,700	0.066 *	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	129	1,700	0.000	N-S(1): 0.341 *
	TH	2.00	627	3,400	0.184	N-S(2): 0.282
	LT	1.00	111	1,700	0.065 *	E-W(1): 0.274
Westbound	RT	0.00	201	0	0.000	E-W(2): 0.372 *
	TH	2.00	739	3,400	0.276 *	
	LT	1.00	90	1,700	0.053	V/C: 0.713
Northbound	RT	1.00	121	1,700	0.018	Lost Time: 0.100
	TH	2.00	938	3,400	0.276 *	
	LT	1.00	166	1,700	0.098	
Eastbound	RT	1.00	176	1,700	0.006	ICU: 0.813
	TH	2.00	753	3,400	0.221	
	LT	1.00	163	1,700	0.096 *	LOS: D

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: UNION STREET						
Scenario: CUMULATIVE (2016) BASE CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	393	1,700	0.231 *	N-S(1): 0.173
	TH	2.00	781	3,400	0.230	N-S(2): 0.317 *
	LT	0.00	0	0	0.000	E-W(1): 0.033
Westbound	RT	1.00	107	1,700	0.063	E-W(2): 0.114 *
	TH	3.00	581	5,100	0.114 *	
	LT	1.00	56	1,700	0.033	V/C: 0.431
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	588	3,400	0.173	
	LT	1.00	146	1,700	0.086 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.531
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	245	1,700	0.144	N-S(1): 0.302 *
	TH	2.00	698	3,400	0.205	N-S(2): 0.283
	LT	0.00	0	0	0.000 *	E-W(1): 0.065
Westbound	RT	1.00	249	1,700	0.146 *	E-W(2): 0.146 *
	TH	3.00	719	5,100	0.141	
	LT	1.00	111	1,700	0.065	V/C: 0.448
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	1,026	3,400	0.302 *	
	LT	1.00	133	1,700	0.078	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.548
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: CUMULATIVE (2016) BASE CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	122	1,700	0.010	N-S(1): 0.266 *
	TH	2.00	596	3,400	0.175	N-S(2): 0.246
	LT	1.00	136	1,700	0.080 *	E-W(1): 0.186
Westbound	RT	1.00	91	1,700	0.000	E-W(2): 0.234 *
	TH	2.00	584	3,400	0.172 *	
	LT	1.00	71	1,700	0.042	V/C: 0.500
Northbound	RT	1.00	83	1,700	0.007	Lost Time: 0.100
	TH	2.00	632	3,400	0.186 *	
	LT	1.00	121	1,700	0.071	
Eastbound	RT	1.00	54	1,700	0.000	ICU: 0.600
	TH	2.00	491	3,400	0.144	
	LT	1.00	105	1,700	0.062 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	153	1,700	0.018	N-S(1): 0.315 *
	TH	2.00	587	3,400	0.173	N-S(2): 0.274
	LT	1.00	146	1,700	0.086 *	E-W(1): 0.311
Westbound	RT	1.00	168	1,700	0.013	E-W(2): 0.354 *
	TH	2.00	960	3,400	0.282 *	
	LT	1.00	67	1,700	0.039	V/C: 0.669
Northbound	RT	1.00	82	1,700	0.009	Lost Time: 0.100
	TH	2.00	777	3,400	0.229 *	
	LT	1.00	172	1,700	0.101	
Eastbound	RT	1.00	151	1,700	0.000	ICU: 0.769
	TH	2.00	925	3,400	0.272	
	LT	1.00	122	1,700	0.072 *	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: GREEN STREET						
Scenario: CUMULATIVE (2016) BASE CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.314 *
	TH	2.00	571	3,400	0.168	N-S(2): 0.168
	LT	1.00	158	1,700	0.093 *	E-W(1): 0.185 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.100
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.499
Northbound	RT	0.00	89	0	0.000	Lost Time: 0.100
	TH	2.00	662	3,400	0.221 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	70	1,700	0.041	ICU: 0.599
	TH	3.00	942	5,100	0.185 *	
	LT	1.00	170	1,700	0.100	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.295 *
	TH	2.00	694	3,400	0.204	N-S(2): 0.204
	LT	1.00	101	1,700	0.059 *	E-W(1): 0.236 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.165
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.531
Northbound	RT	0.00	59	0	0.000	Lost Time: 0.100
	TH	2.00	744	3,400	0.236 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	186	1,700	0.109	ICU: 0.631
	TH	3.00	1,203	5,100	0.236 *	
	LT	1.00	281	1,700	0.165	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: CORDOVA STREET						
Scenario: CUMULATIVE (2016) BASE CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	151	0	0.000	N-S(1): 0.275 *
	TH	2.00	406	3,400	0.164	N-S(2): 0.204
	LT	1.00	104	1,700	0.061 *	E-W(1): 0.092
Westbound	RT	0.00	82	0	0.000	E-W(2): 0.180 *
	TH	2.00	442	3,400	0.154 *	
	LT	1.00	48	1,700	0.028	V/C: 0.455
Northbound	RT	0.00	60	0	0.000	Lost Time: 0.100
	TH	2.00	667	3,400	0.214 *	
	LT	1.00	68	1,700	0.040	
Eastbound	RT	0.00	19	0	0.000	ICU: 0.555
	TH	2.00	197	3,400	0.064	
	LT	1.00	44	1,700	0.026 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	187	0	0.000	N-S(1): 0.252 *
	TH	2.00	612	3,400	0.235	N-S(2): 0.245
	LT	1.00	112	1,700	0.066 *	E-W(1): 0.171
Westbound	RT	0.00	98	0	0.000	E-W(2): 0.250 *
	TH	2.00	653	3,400	0.221 *	
	LT	1.00	128	1,700	0.075	V/C: 0.502
Northbound	RT	0.00	33	0	0.000	Lost Time: 0.100
	TH	2.00	601	3,400	0.186 *	
	LT	1.00	17	1,700	0.010	
Eastbound	RT	0.00	40	0	0.000	ICU: 0.602
	TH	2.00	287	3,400	0.096	
	LT	1.00	49	1,700	0.029 *	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: DEL MAR BOULEVARD						
Scenario: CUMULATIVE (2016) BASE CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	40	1,700	0.000	N-S(1): 0.369 *
	TH	1.00	319	1,700	0.188	N-S(2): 0.236
	LT	1.00	86	1,700	0.051 *	E-W(1): 0.248
Westbound	RT	0.00	118	0	0.000	E-W(2): 0.334 *
	TH	2.00	866	3,400	0.289 *	
	LT	1.00	72	1,700	0.042	V/C: 0.703
Northbound	RT	1.00	54	1,700	0.000	Lost Time: 0.100
	TH	1.00	540	1,700	0.318 *	
	LT	1.00	81	1,700	0.048	
Eastbound	RT	0.00	46	0	0.000	ICU: 0.803
	TH	2.00	654	3,400	0.206	
	LT	1.00	77	1,700	0.045 *	LOS: D
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	102	1,700	0.015	N-S(1): 0.330 *
	TH	1.00	468	1,700	0.275	N-S(2): 0.300
	LT	1.00	106	1,700	0.062 *	E-W(1): 0.340 *
Westbound	RT	0.00	109	0	0.000	E-W(2): 0.325
	TH	2.00	843	3,400	0.280	
	LT	1.00	85	1,700	0.050 *	V/C: 0.670
Northbound	RT	1.00	71	1,700	0.000	Lost Time: 0.100
	TH	1.00	455	1,700	0.268 *	
	LT	1.00	43	1,700	0.025	
Eastbound	RT	0.00	48	0	0.000	ICU: 0.770
	TH	2.00	937	3,400	0.290 *	
	LT	1.00	77	1,700	0.045	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: CALIFORNIA BOULEVARD						
Scenario: CUMULATIVE (2016) BASE CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	101	1,700	0.015	N-S(1): 0.320 *
	TH	1.00	381	1,700	0.241	N-S(2): 0.267
	LT	0.00	29	1,700	0.017 *	E-W(1): 0.226
Westbound	RT	0.00	95	0	0.000	E-W(2): 0.326 *
	TH	2.00	862	3,400	0.281 *	
	LT	1.00	13	1,700	0.008	V/C: 0.646
Northbound	RT	1.00	115	1,700	0.060	Lost Time: 0.100
	TH	1.00	471	1,700	0.303 *	
	LT	0.00	44	1,700	0.026	
Eastbound	RT	0.00	28	0	0.000	ICU: 0.746
	TH	2.00	712	3,400	0.218	
	LT	1.00	76	1,700	0.045 *	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	61	1,700	0.000	N-S(1): 0.275
	TH	1.00	454	1,700	0.283 *	N-S(2): 0.301 *
	LT	0.00	27	1,700	0.016	E-W(1): 0.360 *
Westbound	RT	0.00	56	0	0.000	E-W(2): 0.306
	TH	2.00	775	3,400	0.244	
	LT	1.00	32	1,700	0.019 *	V/C: 0.661
Northbound	RT	1.00	129	1,700	0.057	Lost Time: 0.100
	TH	1.00	409	1,700	0.259	
	LT	0.00	31	1,700	0.018 *	
Eastbound	RT	0.00	43	0	0.000	ICU: 0.761
	TH	2.00	1,118	3,400	0.341 *	
	LT	1.00	106	1,700	0.062	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EL MOLINO AVENUE						
East/West Street: MAPLE STREET						
Scenario: CUMULATIVE (2016) BASE CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	52	0	0.000	N-S(1): 0.102
	TH	2.00	304	3,400	0.105 *	N-S(2): 0.137 *
	LT	0.00	0	0	0.000	E-W(1): 0.098
Westbound	RT	0.00	19	0	0.000	E-W(2): 0.222 *
	TH	2.00	569	3,400	0.222 *	V/C: 0.359 Lost Time: 0.100
	LT	0.00	167	1,700	0.098	
Northbound	RT	0.00	0	0	0.000	ICU: 0.459 LOS: A
	TH	1.00	173	1,700	0.102	
	LT	1.00	55	1,700	0.032 *	
Eastbound	RT	0.00	0	0	0.000	LOS: A
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	25	0	0.000	N-S(1): 0.235 *
	TH	2.00	191	3,400	0.064	N-S(2): 0.131
	LT	0.00	0	0	0.000 *	E-W(1): 0.096
Westbound	RT	0.00	41	0	0.000	E-W(2): 0.209 *
	TH	2.00	506	3,400	0.209 *	V/C: 0.444 Lost Time: 0.100
	LT	0.00	164	1,700	0.096	
Northbound	RT	0.00	0	0	0.000	ICU: 0.544 LOS: A
	TH	1.00	400	1,700	0.235 *	
	LT	1.00	114	1,700	0.067	
Eastbound	RT	0.00	0	0	0.000	LOS: A
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EL MOLINO AVENUE						
East/West Street: CORSON STREET						
Scenario: CUMULATIVE (2016) BASE CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.163 *
	TH	2.00	414	3,400	0.122	N-S(2): 0.122
	LT	1.00	82	1,700	0.048 *	E-W(1): 0.123 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.017
	TH	0.00	0	0	0.000	V/C: 0.286 Lost Time: 0.100
	LT	0.00	0	0	0.000 *	
Northbound	RT	1.00	67	1,700	0.039	ICU: 0.386 LOS: A
	TH	1.00	195	1,700	0.115 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	80	0	0.000	LOS: A
	TH	2.00	310	3,400	0.123 *	
	LT	0.00	29	1,700	0.017	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.278 *
	TH	2.00	311	3,400	0.091	N-S(2): 0.091
	LT	1.00	39	1,700	0.023 *	E-W(1): 0.269 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.046
	TH	0.00	0	0	0.000	V/C: 0.547 Lost Time: 0.100
	LT	0.00	0	0	0.000 *	
Northbound	RT	1.00	119	1,700	0.070	ICU: 0.647 LOS: B
	TH	1.00	434	1,700	0.255 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	74	0	0.000	LOS: B
	TH	2.00	764	3,400	0.269 *	
	LT	0.00	78	1,700	0.046	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EL MOLINO AVENUE						
East/West Street: WALNUT STREET						
Scenario: CUMULATIVE (2016) BASE CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	113	0	0.000	N-S(1): 0.150
	TH	1.00	409	1,700	0.322 *	N-S(2): 0.331 *
	LT	0.00	25	1,700	0.015	E-W(1): 0.191
Westbound	RT	0.00	38	0	0.000	E-W(2): 0.239 *
	TH	2.00	723	3,400	0.224 *	V/C: 0.570
	LT	1.00	65	1,700	0.038	
Northbound	RT	0.00	23	0	0.000	ICU: 0.670
	TH	1.00	191	1,700	0.135	
	LT	0.00	15	1,700	0.009 *	
Eastbound	RT	0.00	88	0	0.000	LOS: B
	TH	2.00	433	3,400	0.153	
	LT	1.00	25	1,700	0.015 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	96	0	0.000	N-S(1): 0.340 *
	TH	1.00	251	1,700	0.234	N-S(2): 0.260
	LT	0.00	51	1,700	0.030 *	E-W(1): 0.326 *
Westbound	RT	0.00	82	0	0.000	E-W(2): 0.282
	TH	2.00	755	3,400	0.246	V/C: 0.666
	LT	1.00	57	1,700	0.034 *	
Northbound	RT	0.00	86	0	0.000	ICU: 0.766
	TH	1.00	397	1,700	0.310 *	
	LT	0.00	44	1,700	0.026	
Eastbound	RT	0.00	88	0	0.000	LOS: C
	TH	2.00	906	3,400	0.292 *	
	LT	1.00	62	1,700	0.036	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EL MOLINO AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: CUMULATIVE (2016) BASE CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	45	0	0.000	N-S(1): 0.210
	TH	1.00	329	1,700	0.245 *	N-S(2): 0.276 *
	LT	0.00	42	1,700	0.025	E-W(1): 0.184
Westbound	RT	1.00	50	1,700	0.005	E-W(2): 0.235 *
	TH	2.00	728	3,400	0.214 *	V/C: 0.511
	LT	1.00	71	1,700	0.042	
Northbound	RT	0.00	33	0	0.000	ICU: 0.611
	TH	1.00	229	1,700	0.185	
	LT	0.00	52	1,700	0.031 *	
Eastbound	RT	1.00	56	1,700	0.002	LOS: B
	TH	2.00	482	3,400	0.142	
	LT	1.00	35	1,700	0.021 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	66	0	0.000	N-S(1): 0.357 *
	TH	1.00	322	1,700	0.270	N-S(2): 0.318
	LT	0.00	71	1,700	0.042 *	E-W(1): 0.341
Westbound	RT	1.00	76	1,700	0.003	E-W(2): 0.350 *
	TH	2.00	1,014	3,400	0.298 *	V/C: 0.707
	LT	1.00	61	1,700	0.036	
Northbound	RT	0.00	77	0	0.000	ICU: 0.807
	TH	1.00	378	1,700	0.315 *	
	LT	0.00	81	1,700	0.048	
Eastbound	RT	1.00	54	1,700	0.000	LOS: D
	TH	2.00	1,036	3,400	0.305	
	LT	1.00	88	1,700	0.052 *	

* = Critical Movement

Project:	PASEO COLORADO REDEVELOPMENT PROJECT
North/South Street:	LAKE AVENUE
East/West Street:	MAPLE STREET
Scenario:	CUMULATIVE (2016) BASE CONDITIONS

Thru Lane:	1700 vph	N-S Split Phase :	N
Left-Turn Lane:	1700 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	564	1,700	0.332 *	N-S(1): 0.220
	TH	2.00	815	3,400	0.240	N-S(2): 0.480 *
	LT	0.00	0	0	0.000	E-W(1): 0.397 *
Westbound	RT	1.00	170	1,700	0.100	E-W(2): 0.357
	TH	1.73	1,052	2,948	0.357	
	LT	1.27	768	1,937	0.397 *	V/C: 0.877
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	747	3,400	0.220	
	LT	2.00	454	3,060	0.148 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.977
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: E

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	378	1,700	0.222	N-S(1): 0.464
	TH	2.00	837	3,400	0.246 *	N-S(2): 0.494 *
	LT	0.00	0	0	0.000	E-W(1): 0.268 *
Westbound	RT	1.00	249	1,700	0.146	E-W(2): 0.241
	TH	1.77	726	3,010	0.241	
	LT	1.23	504	1,881	0.268 *	V/C: 0.762
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	1,577	3,400	0.464	
	LT	2.00	759	3,060	0.248 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.862
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D

* = Critical Movement

Project:	PASEO COLORADO REDEVELOPMENT PROJECT
North/South Street:	LAKE AVENUE
East/West Street:	CORSON STREET
Scenario:	CUMULATIVE (2016) BASE CONDITIONS

Thru Lane:	1700 vph	N-S Split Phase :	N
Left-Turn Lane:	1700 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.264 *
	TH	3.00	1,226	5,100	0.240	N-S(2): 0.240
	LT	2.00	367	3,060	0.120 *	E-W(1): 0.265
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.294 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.558
Northbound	RT	1.28	312	2,171	0.144	Lost Time: 0.100
	TH	1.72	421	2,929	0.144 *	
	Left-Turns at Maple	TH	2.00	267	3,400	0.079
Eastbound	RT	2.00	997	3,400	0.254	ICU: 0.658
	TH	1.91	859	3,248	0.265	
	LT	1.09	490	1,667	0.294 *	LOS: B

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.344 *
	TH	3.00	1,133	5,100	0.222	N-S(2): 0.222
	LT	2.00	205	3,060	0.067 *	E-W(1): 0.356
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.396 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.740
Northbound	RT	1.00	383	1,700	0.225	Lost Time: 0.100
	TH	2.00	942	3,400	0.277 *	
	Left-Turns at Maple	TH	2.00	454	3,400	0.134
Eastbound	RT	1.09	662	1,857	0.234	ICU: 0.840
	TH	2.36	1,430	4,012	0.356	
	LT	1.55	938	2,368	0.396 *	LOS: D

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: WALNUT STREET						
Scenario: CUMULATIVE (2016) BASE CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	104	0	0.000	N-S(1): 0.224
	TH	3.00	1,992	5,100	0.411 *	N-S(2): 0.463 *
	LT	1.00	124	1,700	0.073	E-W(1): 0.168
Westbound	RT	0.00	65	0	0.000	E-W(2): 0.298 *
	TH	2.00	763	3,400	0.244 *	
	LT	1.00	97	1,700	0.057	V/C: 0.761
Northbound	RT	1.00	52	1,700	0.000	Lost Time: 0.100
	TH	3.00	772	5,100	0.151	
	LT	1.00	89	1,700	0.052 *	
Eastbound	RT	0.00	58	0	0.000	ICU: 0.861
	TH	2.00	321	3,400	0.111	
	LT	2.00	165	3,060	0.054 *	LOS: D
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	122	0	0.000	N-S(1): 0.364 *
	TH	3.00	1,491	5,100	0.316 *	N-S(2): 0.364 *
	LT	1.00	179	1,700	0.105 *	E-W(1): 0.265
Westbound	RT	0.00	111	0	0.000	E-W(2): 0.303 *
	TH	2.00	518	3,400	0.185 *	
	LT	1.00	33	1,700	0.019	V/C: 0.667
Northbound	RT	1.00	108	1,700	0.044	Lost Time: 0.100
	TH	3.00	1,321	5,100	0.259 *	
	LT	1.00	81	1,700	0.048 *	
Eastbound	RT	0.00	55	0	0.000	ICU: 0.767
	TH	2.00	780	3,400	0.246	
	LT	2.00	361	3,060	0.118 *	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: CUMULATIVE (2016) BASE CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	219	1,700	0.034	N-S(1): 0.292
	TH	2.00	997	3,400	0.293 *	N-S(2): 0.371 *
	LT	1.00	195	1,700	0.115	E-W(1): 0.156
Westbound	RT	1.00	145	1,700	0.000	E-W(2): 0.277 *
	TH	2.00	619	3,400	0.182 *	
	LT	1.00	104	1,700	0.061	V/C: 0.648
Northbound	RT	0.00	57	0	0.000	Lost Time: 0.100
	TH	3.00	847	5,100	0.177	
	LT	1.00	133	1,700	0.078 *	
Eastbound	RT	1.00	57	1,700	0.000	ICU: 0.748
	TH	2.00	323	3,400	0.095	
	LT	1.00	162	1,700	0.095 *	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	279	1,700	0.018	N-S(1): 0.430 *
	TH	2.00	932	3,400	0.274	N-S(2): 0.384
	LT	1.00	302	1,700	0.178 *	E-W(1): 0.306
Westbound	RT	1.00	218	1,700	0.000	E-W(2): 0.352 *
	TH	2.00	700	3,400	0.206 *	
	LT	1.00	114	1,700	0.067	V/C: 0.782
Northbound	RT	0.00	127	0	0.000	Lost Time: 0.100
	TH	3.00	1,156	5,100	0.252 *	
	LT	1.00	187	1,700	0.110	
Eastbound	RT	1.00	158	1,700	0.000	ICU: 0.882
	TH	2.00	813	3,400	0.239	
	LT	1.00	249	1,700	0.146 *	LOS: D

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: DEL MAR BOULEVARD						
Scenario: CUMULATIVE (2016) BASE CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	220	1,700	0.050	N-S(1): 0.260 *
	TH	2.00	441	3,400	0.130	N-S(2): 0.189
	LT	1.00	94	1,700	0.055 *	E-W(1): 0.188
Westbound	RT	1.00	158	1,700	0.038	E-W(2): 0.366 *
	TH	2.00	976	3,400	0.287 *	
	LT	1.00	68	1,700	0.040	V/C: 0.626
Northbound	RT	0.00	73	0	0.000	Lost Time: 0.100
	TH	2.00	625	3,400	0.205 *	
	LT	1.00	100	1,700	0.059	
Eastbound	RT	1.00	90	1,700	0.000	ICU: 0.726
	TH	2.00	503	3,400	0.148	
	LT	1.00	135	1,700	0.079 *	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	139	1,700	0.009	N-S(1): 0.333 *
	TH	2.00	667	3,400	0.196	N-S(2): 0.264
	LT	1.00	224	1,700	0.132 *	E-W(1): 0.341 *
Westbound	RT	1.00	126	1,700	0.000	E-W(2): 0.257
	TH	2.00	630	3,400	0.185	
	LT	1.00	94	1,700	0.055 *	V/C: 0.674
Northbound	RT	0.00	115	0	0.000	Lost Time: 0.100
	TH	2.00	570	3,400	0.201 *	
	LT	1.00	115	1,700	0.068	
Eastbound	RT	1.00	117	1,700	0.001	ICU: 0.774
	TH	2.00	971	3,400	0.286 *	
	LT	1.00	123	1,700	0.072	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: CALIFORNIA BOULEVARD						
Scenario: CUMULATIVE (2016) BASE CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	167	1,700	0.008	N-S(1): 0.231
	TH	1.00	368	1,700	0.216 *	N-S(2): 0.310 *
	LT	1.00	97	1,700	0.057	E-W(1): 0.309
Westbound	RT	1.00	102	1,700	0.003	E-W(2): 0.444 *
	TH	1.00	600	1,700	0.353 *	
	LT	1.00	75	1,700	0.044	V/C: 0.754
Northbound	RT	0.00	93	0	0.000	Lost Time: 0.100
	TH	2.00	497	3,400	0.174	
	LT	1.00	159	1,700	0.094 *	
Eastbound	RT	1.00	119	1,700	0.000	ICU: 0.854
	TH	1.00	451	1,700	0.265	
	LT	1.00	154	1,700	0.091 *	LOS: D
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	363	1,700	0.104	N-S(1): 0.236
	TH	1.00	529	1,700	0.311 *	N-S(2): 0.388 *
	LT	1.00	145	1,700	0.085	E-W(1): 0.493 *
Westbound	RT	1.00	96	1,700	0.000	E-W(2): 0.398
	TH	1.00	490	1,700	0.288	
	LT	1.00	105	1,700	0.062 *	V/C: 0.881
Northbound	RT	0.00	105	0	0.000	Lost Time: 0.100
	TH	2.00	410	3,400	0.151	
	LT	1.00	131	1,700	0.077 *	
Eastbound	RT	1.00	142	1,700	0.006	ICU: 0.981
	TH	1.00	733	1,700	0.431 *	
	LT	1.00	187	1,700	0.110	LOS: E

* = Critical Movement

APPENDIX L

ICU Worksheets – Cumulative (2016) Plus Project Conditions

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: FAIR OAKS AVENUE						
East/West Street: MAPLE STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	441	0	0.000	N-S(1): 0.125
	TH	3.00	1,277	5,100	0.337 *	N-S(2): 0.446 *
	LT	0.00	0	0	0.000	E-W(1): 0.189 *
Westbound	RT	1.00	207	1,700	0.122	E-W(2): 0.170
	TH	1.85	537	3,152	0.170	
	LT	1.15	332	1,754	0.189 *	V/C: 0.635
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	426	3,400	0.125	
	LT	2.00	335	3,060	0.109 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.735
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	410	1,700	0.241 *	N-S(1): 0.302
	TH	3.00	814	3,400	0.239	N-S(2): 0.409 *
	LT	0.00	0	0	0.000	E-W(1): 0.166
Westbound	RT	1.00	226	1,700	0.133	E-W(2): 0.211 *
	TH	2.00	717	3,400	0.211 *	
	LT	1.00	282	1,700	0.166	V/C: 0.620
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	1,028	3,400	0.302	
	LT	2.00	514	3,060	0.168 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.719
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: FAIR OAKS AVENUE						
East/West Street: CORSON STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.267 *
	TH	3.00	1,327	5,100	0.260	N-S(2): 0.260
	LT	1.00	280	1,700	0.165 *	E-W(1): 0.256 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.140
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.523
Northbound	RT	1.00	156	1,700	0.092	Lost Time: 0.100
	TH	3.00	520	5,100	0.102 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	434	1,700	0.255	ICU: 0.623
	TH	2.00	870	3,400	0.256 *	
	LT	1.00	238	1,700	0.140	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.350 *
	TH	3.00	844	5,100	0.165	N-S(2): 0.165
	LT	1.00	202	1,700	0.119 *	E-W(1): 0.255 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.239
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.605
Northbound	RT	1.00	344	1,700	0.202	Lost Time: 0.100
	TH	3.00	1,177	5,100	0.231 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	304	1,700	0.179	ICU: 0.705
	TH	2.00	868	3,400	0.255 *	
	LT	1.00	407	1,700	0.239	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: FAIR OAKS AVENUE						
East/West Street: WALNUT STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	162	0	0.000	N-S(1): 0.311
	TH	3.00	1,287	5,100	0.284 *	N-S(2): 0.330 *
	LT	1.00	310	1,700	0.182	E-W(1): 0.310 *
Westbound	RT	1.00	157	1,700	0.000	E-W(2): 0.151
	TH	2.00	351	3,400	0.103	
	LT	1.00	115	1,700	0.068 *	V/C: 0.640
Northbound	RT	1.00	101	1,700	0.000	Lost Time: 0.100
	TH	2.00	437	3,400	0.129	
	LT	1.00	79	1,700	0.046 *	
Eastbound	RT	0.00	107	0	0.000	ICU: 0.740
	TH	2.00	715	3,400	0.242 *	
	LT	1.00	81	1,700	0.048	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	120	0	0.000	N-S(1): 0.433 *
	TH	3.00	819	5,100	0.184	N-S(2): 0.282
	LT	1.00	254	1,700	0.149 *	E-W(1): 0.254
Westbound	RT	1.00	275	1,700	0.012	E-W(2): 0.371 *
	TH	2.00	873	3,400	0.257 *	
	LT	1.00	106	1,700	0.062	V/C: 0.804
Northbound	RT	1.00	128	1,700	0.013	Lost Time: 0.100
	TH	2.00	967	3,400	0.284 *	
	LT	1.00	166	1,700	0.098	
Eastbound	RT	0.00	78	0	0.000	ICU: 0.904
	TH	2.00	576	3,400	0.192	
	LT	1.00	194	1,700	0.114 *	LOS: E

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: COLORADO BOULEVARD						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	8	1,700	0.000	N-S(1): 0.088
	TH	2.00	221	3,400	0.067 *	N-S(2): 0.129 *
	LT	0.00	6	1,700	0.004	E-W(1): 0.264 *
Westbound	RT	1.00	29	1,700	0.014	E-W(2): 0.146
	TH	2.00	444	3,400	0.131	
	LT	1.00	211	1,700	0.124 *	V/C: 0.393
Northbound	RT	1.00	233	1,700	0.013	Lost Time: 0.100
	TH	2.00	180	3,400	0.084	
	LT	0.00	106	1,700	0.062 *	
Eastbound	RT	0.00	69	0	0.000	ICU: 0.493
	TH	2.00	406	3,400	0.140 *	
	LT	1.00	25	1,700	0.015	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	40	1,700	0.012	N-S(1): 0.159
	TH	2.00	349	3,400	0.110 *	N-S(2): 0.221 *
	LT	0.00	25	1,700	0.015	E-W(1): 0.422 *
Westbound	RT	1.00	47	1,700	0.013	E-W(2): 0.245
	TH	2.00	791	3,400	0.233	
	LT	1.00	330	1,700	0.194 *	V/C: 0.643
Northbound	RT	1.00	283	1,700	0.000	Lost Time: 0.100
	TH	2.00	302	3,400	0.144	
	LT	0.00	189	1,700	0.111 *	
Eastbound	RT	0.00	80	0	0.000	ICU: 0.743
	TH	2.00	696	3,400	0.228 *	
	LT	1.00	20	1,700	0.012	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: GREEN STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.193 *
	TH	2.00	374	3,400	0.110	N-S(2): 0.110
	LT	1.00	88	1,700	0.052 *	E-W(1): 0.094 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.014
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.287
Northbound	RT	2.00	436	3,400	0.128	Lost Time: 0.100
	TH	2.00	478	3,400	0.141 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	69	0	0.000	ICU: 0.387
	TH	4.00	549	6,800	0.094 *	
	LT	0.00	23	1,700	0.014	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.231 *
	TH	2.00	682	3,400	0.201	N-S(2): 0.201
	LT	1.00	66	1,700	0.039 *	E-W(1): 0.194 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.018
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.425
Northbound	RT	2.00	302	3,400	0.089	Lost Time: 0.100
	TH	2.00	652	3,400	0.192 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	85	0	0.000	ICU: 0.525
	TH	4.00	1,204	6,800	0.194 *	
	LT	0.00	31	1,700	0.018	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: CORDOVA STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.207 *
	TH	2.00	417	3,400	0.123	N-S(2): 0.123
	LT	1.00	26	1,700	0.015 *	E-W(1): 0.118 *
Westbound	RT	1.00	115	1,700	0.052	E-W(2): 0.052
	TH	0.00	0	0	0.000	
	LT	2.00	360	3,060	0.118 *	V/C: 0.325
Northbound	RT	0.00	146	0	0.000	Lost Time: 0.100
	TH	3.00	834	5,100	0.192 *	
	LT	1.00	0	1,700	0.000	
Eastbound	RT	1.00	0	1,700	0.000	ICU: 0.425
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	3	0	0.000	N-S(1): 0.206
	TH	2.00	715	3,400	0.211 *	N-S(2): 0.212 *
	LT	1.00	42	1,700	0.025	E-W(1): 0.242 *
Westbound	RT	1.00	127	1,700	0.050	E-W(2): 0.050
	TH	0.00	0	0	0.000	
	LT	2.00	736	3,060	0.241 *	V/C: 0.454
Northbound	RT	0.00	158	0	0.000	Lost Time: 0.100
	TH	3.00	765	5,100	0.181	
	LT	1.00	1	1,700	0.001 *	
Eastbound	RT	1.00	3	1,700	0.001 *	ICU: 0.554
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: DEL MAR BOULEVARD						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph [1]		N-S Split Phase : N				
Left-Turn Lane: 1700 vph [1]		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	154	1,139	0.091	N-S(1): 0.255 *
	TH	3.00	650	5,100	0.127	N-S(2): 0.217
	LT	1.00	70	1,700	0.041 *	E-W(1): 0.340
Westbound	RT	1.00	25	1,700	0.000	E-W(2): 0.351 *
	TH	2.00	699	2,278	0.307 *	
	LT	1.00	221	1,700	0.130	V/C: 0.606
Northbound	RT	0.00	193	0	0.000	Lost Time: 0.100
	TH	3.00	899	5,100	0.214 *	
	LT	1.00	102	1,139	0.090	
Eastbound	RT	1.00	110	1,139	0.007	ICU: 0.706
	TH	2.00	478	2,278	0.210	
	LT	1.00	50	1,139	0.044 *	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	285	1,139	0.203	N-S(1): 0.261
	TH	3.00	1,140	5,100	0.224 *	N-S(2): 0.360 *
	LT	1.00	54	1,700	0.032	E-W(1): 0.430 *
Westbound	RT	1.00	38	1,700	0.000	E-W(2): 0.346
	TH	2.00	680	2,278	0.299	
	LT	1.00	234	1,700	0.138 *	V/C: 0.790
Northbound	RT	0.00	255	0	0.000	Lost Time: 0.100
	TH	3.00	913	5,100	0.229	
	LT	1.00	155	1,139	0.136 *	
Eastbound	RT	1.00	139	1,139	0.000	ICU: 0.890
	TH	2.00	665	2,278	0.292 *	
	LT	1.00	54	1,139	0.047	LOS: D

* = Critical Movement

[1] Capacity for approaches/movements delayed by the adjacent railroad crossing have been reduced to 1,139 vph.

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: ARROYO PARKWAY						
East/West Street: CALIFORNIA BOULEVARD						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph [1]		N-S Split Phase : N				
Left-Turn Lane: 1700 vph [1]		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	35	0	0.000	N-S(1): 0.274
	TH	3.00	815	4,539	0.187 *	N-S(2): 0.297 *
	LT	1.00	33	1,700	0.019	E-W(1): 0.397
Westbound	RT	0.00	29	0	0.000	E-W(2): 0.408 *
	TH	2.00	830	2,278	0.377 *	
	LT	1.00	344	1,700	0.202	V/C: 0.705
Northbound	RT	0.00	209	0	0.000	Lost Time: 0.100
	TH	3.00	1,093	5,100	0.255	
	LT	1.00	125	1,139	0.110 *	
Eastbound	RT	1.00	110	1,139	0.000	ICU: 0.805
	TH	2.00	445	2,278	0.195	
	LT	1.00	35	1,139	0.031 *	LOS: D
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	98	0	0.000	N-S(1): 0.321
	TH	3.00	1,347	4,539	0.318 *	N-S(2): 0.431 *
	LT	1.00	71	1,700	0.042	E-W(1): 0.528 *
Westbound	RT	0.00	78	0	0.000	E-W(2): 0.374
	TH	2.00	563	2,278	0.281	
	LT	1.00	298	1,700	0.175 *	V/C: 0.959
Northbound	RT	0.00	297	0	0.000	Lost Time: 0.100
	TH	3.00	1,125	5,100	0.279	
	LT	1.00	129	1,139	0.113 *	
Eastbound	RT	1.00	130	1,139	0.001	ICU: 1.059
	TH	2.00	805	2,278	0.353 *	
	LT	1.00	106	1,139	0.093	LOS: F

* = Critical Movement

[1] Capacity for approaches/movements delayed by the adjacent railroad crossing have been reduced to 1,139 vph.

Project:	PASEO COLORADO REDEVELOPMENT PROJECT					
North/South Street:	MARENGO AVENUE					
East/West Street:	MAPLE STREET					
Scenario:	CUMULATIVE (2016) PLUS PROJECT CONDITIONS					

Thru Lane:	1700 vph	N-S Split Phase :	N
Left-Turn Lane:	1700 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	78	0	0.000	N-S(1): 0.070
	TH	2.00	640	3,400	0.211 *	N-S(2): 0.266 *
	LT	0.00	0	0	0.000	E-W(1): 0.307 *
Westbound	RT	0.00	64	0	0.000	E-W(2): 0.277
	TH	1.67	721	2,837	0.277	
	LT	1.33	626	2,036	0.307 *	
						V/C: 0.573
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	238	3,400	0.070	
	LT	1.00	94	1,700	0.055 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.673
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: B

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	41	0	0.000	N-S(1): 0.129
	TH	2.00	332	3,400	0.110 *	N-S(2): 0.245 *
	LT	0.00	0	0	0.000	E-W(1): 0.221
Westbound	RT	0.00	127	0	0.000	E-W(2): 0.312 *
	TH	2.00	933	3,400	0.312 *	
	LT	1.00	376	1,700	0.221	
						V/C: 0.557
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	437	3,400	0.129	
	LT	1.00	230	1,700	0.135 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.657
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: B

* = Critical Movement

Project:	PASEO COLORADO REDEVELOPMENT PROJECT					
North/South Street:	MARENGO AVENUE					
East/West Street:	CORSON STREET					
Scenario:	CUMULATIVE (2016) PLUS PROJECT CONDITIONS					

Thru Lane:	1700 vph	N-S Split Phase :	N
Left-Turn Lane:	1700 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.274
	TH	2.00	955	3,400	0.281 *	N-S(2): 0.281 *
	LT	1.00	321	1,700	0.189	E-W(1): 0.220 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.029
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.501
						Lost Time: 0.100
Northbound	RT	2.00	289	3,400	0.085	
	TH	2.00	264	3,400	0.078	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	204	0	0.000	ICU: 0.601
	TH	3.00	870	5,100	0.220 *	
	LT	0.00	49	1,700	0.029	LOS: B

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.213 *
	TH	2.00	562	3,400	0.165	N-S(2): 0.165
	LT	1.00	118	1,700	0.069 *	E-W(1): 0.280 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.073
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.493
						Lost Time: 0.100
Northbound	RT	1.69	413	2,872	0.144	
	TH	2.31	565	3,928	0.144 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	151	0	0.000	ICU: 0.593
	TH	3.00	1,151	5,100	0.280 *	
	LT	0.00	124	1,700	0.073	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: WALNUT STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	139	0	0.000	N-S(1): 0.204
	TH	2.00	1,004	3,400	0.336 *	N-S(2): 0.394 *
	LT	1.00	97	1,700	0.057	E-W(1): 0.318 *
Westbound	RT	1.00	50	1,700	0.000	E-W(2): 0.177
	TH	2.00	516	3,400	0.152	V/C: 0.712
	LT	1.00	84	1,700	0.049 *	
Northbound	RT	1.00	110	1,700	0.015	Lost Time: 0.100
	TH	2.00	500	3,400	0.147	
	LT	1.00	99	1,700	0.058 *	
Eastbound	RT	0.00	185	0	0.000	ICU: 0.812
	TH	2.00	731	3,400	0.269 *	LOS: D
	LT	1.00	43	1,700	0.025	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	74	0	0.000	N-S(1): 0.292 *
	TH	2.00	582	3,400	0.193	N-S(2): 0.289
	LT	1.00	80	1,700	0.047 *	E-W(1): 0.411 *
Westbound	RT	1.00	98	1,700	0.011	E-W(2): 0.321
	TH	2.00	960	3,400	0.282	V/C: 0.703
	LT	1.00	117	1,700	0.069 *	
Northbound	RT	1.00	157	1,700	0.024	Lost Time: 0.100
	TH	2.00	832	3,400	0.245 *	
	LT	1.00	163	1,700	0.096	
Eastbound	RT	0.00	120	0	0.000	ICU: 0.803
	TH	2.00	1,044	3,400	0.342 *	LOS: D
	LT	1.00	66	1,700	0.039	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: UNION STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	95	0	0.000	N-S(1): 0.195
	TH	2.00	706	3,400	0.236 *	N-S(2): 0.281 *
	LT	0.00	0	0	0.000	E-W(1): 0.023
Westbound	RT	0.00	69	0	0.000	E-W(2): 0.101 *
	TH	3.00	409	5,100	0.101 *	V/C: 0.382
	LT	0.00	39	1,700	0.023	
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	663	3,400	0.195	
	LT	1.00	77	1,700	0.045 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.482
	TH	0.00	0	0	0.000	LOS: A
	LT	0.00	0	0	0.000 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	64	0	0.000	N-S(1): 0.209
	TH	2.00	654	3,400	0.211 *	N-S(2): 0.237 *
	LT	0.00	0	0	0.000	E-W(1): 0.074
Westbound	RT	0.00	148	0	0.000	E-W(2): 0.251 *
	TH	3.00	1,006	5,100	0.251 *	V/C: 0.488
	LT	0.00	125	1,700	0.074	
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	710	3,400	0.209	
	LT	1.00	44	1,700	0.026 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.588
	TH	0.00	0	0	0.000	LOS: A
	LT	0.00	0	0	0.000 *	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	83	0	0.000	N-S(1): 0.184
	TH	2.00	622	3,400	0.207 *	N-S(2): 0.232 *
	LT	1.00	48	1,700	0.028	E-W(1): 0.228 *
Westbound	RT	1.00	64	1,700	0.009	E-W(2): 0.197
	TH	2.00	542	3,400	0.159	
	LT	1.00	122	1,700	0.072 *	V/C: 0.460
Northbound	RT	1.00	53	1,700	0.000	Lost Time: 0.100
	TH	2.00	531	3,400	0.156	
	LT	1.00	43	1,700	0.025 *	
Eastbound	RT	1.00	44	1,700	0.001	ICU: 0.560
	TH	2.00	531	3,400	0.156 *	
	LT	1.00	64	1,700	0.038	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	86	0	0.000	N-S(1): 0.260 *
	TH	2.00	650	3,400	0.216	N-S(2): 0.250
	LT	1.00	141	1,700	0.083 *	E-W(1): 0.336
Westbound	RT	1.00	117	1,700	0.000	E-W(2): 0.354 *
	TH	2.00	1,008	3,400	0.296 *	
	LT	1.00	140	1,700	0.082	V/C: 0.614
Northbound	RT	1.00	96	1,700	0.000	Lost Time: 0.100
	TH	2.00	601	3,400	0.177 *	
	LT	1.00	57	1,700	0.034	
Eastbound	RT	1.00	48	1,700	0.000	ICU: 0.714
	TH	2.00	864	3,400	0.254	
	LT	1.00	98	1,700	0.058 *	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: GREEN STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.330 *
	TH	2.00	477	3,400	0.140	N-S(2): 0.140
	LT	1.00	277	1,700	0.163 *	E-W(1): 0.145 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.051
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.475
Northbound	RT	1.00	124	1,700	0.073	Lost Time: 0.100
	TH	2.00	568	3,400	0.167 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	86	0	0.000	ICU: 0.575
	TH	4.00	902	6,800	0.145 *	
	LT	1.00	87	1,700	0.051	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.272 *
	TH	2.00	644	3,400	0.189	N-S(2): 0.189
	LT	1.00	186	1,700	0.109 *	E-W(1): 0.199 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.110
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.471
Northbound	RT	1.00	254	1,700	0.149	Lost Time: 0.100
	TH	2.00	553	3,400	0.163 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	234	0	0.000	ICU: 0.571
	TH	4.00	1,121	6,800	0.199 *	
	LT	1.00	187	1,700	0.110	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: CORDOVA STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	65	1,700	0.026	N-S(1): 0.391 *
	TH	1.00	451	1,700	0.265	N-S(2): 0.295
	LT	1.00	83	1,700	0.049 *	E-W(1): 0.086
Westbound	RT	0.00	174	0	0.000	E-W(2): 0.172 *
	TH	2.00	370	3,400	0.160 *	V/C: 0.563
	LT	1.00	61	1,700	0.036	Lost Time: 0.100
Northbound	RT	1.00	60	1,700	0.000	
	TH	1.00	581	1,700	0.342 *	
	LT	1.00	51	1,700	0.030	
Eastbound	RT	0.00	17	0	0.000	ICU: 0.663
	TH	2.00	152	3,400	0.050	
	LT	1.00	20	1,700	0.012 *	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	175	1,700	0.093	N-S(1): 0.363
	TH	1.00	634	1,700	0.373 *	N-S(2): 0.391 *
	LT	1.00	76	1,700	0.045	E-W(1): 0.140
Westbound	RT	0.00	170	0	0.000	E-W(2): 0.245 *
	TH	2.00	629	3,400	0.235 *	V/C: 0.636
	LT	1.00	136	1,700	0.080	Lost Time: 0.100
Northbound	RT	1.00	72	1,700	0.000	
	TH	1.00	541	1,700	0.318	
	LT	1.00	30	1,700	0.018 *	
Eastbound	RT	0.00	30	0	0.000	ICU: 0.736
	TH	2.00	173	3,400	0.060	
	LT	1.00	17	1,700	0.010 *	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: DEL MAR BOULEVARD						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	67	1,700	0.039	N-S(1): 0.365 *
	TH	1.00	421	1,700	0.248	N-S(2): 0.314
	LT	1.00	70	1,700	0.041 *	E-W(1): 0.265
Westbound	RT	0.00	63	0	0.000	E-W(2): 0.268 *
	TH	2.00	761	3,400	0.242 *	V/C: 0.633
	LT	1.00	126	1,700	0.074	Lost Time: 0.100
Northbound	RT	1.00	99	1,700	0.000	
	TH	1.00	551	1,700	0.324 *	
	LT	1.00	113	1,700	0.066	
Eastbound	RT	0.00	57	0	0.000	ICU: 0.733
	TH	2.00	594	3,400	0.191	
	LT	1.00	44	1,700	0.026 *	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	96	1,700	0.056	N-S(1): 0.331
	TH	1.00	642	1,700	0.378 *	N-S(2): 0.422 *
	LT	1.00	74	1,700	0.044	E-W(1): 0.328 *
Westbound	RT	0.00	46	0	0.000	E-W(2): 0.276
	TH	2.00	775	3,400	0.241	V/C: 0.750
	LT	1.00	116	1,700	0.068 *	Lost Time: 0.100
Northbound	RT	1.00	120	1,700	0.002	
	TH	1.00	488	1,700	0.287	
	LT	1.00	75	1,700	0.044 *	
Eastbound	RT	0.00	86	0	0.000	ICU: 0.850
	TH	2.00	798	3,400	0.260 *	
	LT	1.00	60	1,700	0.035	LOS: D

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: MARENGO AVENUE						
East/West Street: CALIFORNIA BOULEVARD						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	81	1,700	0.018	N-S(1): 0.306
	TH	1.00	475	1,700	0.279 *	N-S(2): 0.338 *
	LT	1.00	31	1,700	0.018	E-W(1): 0.187
Westbound	RT	0.00	43	0	0.000	E-W(2): 0.348 *
	TH	2.00	1,039	3,400	0.318 *	V/C: 0.686
	LT	1.00	2	1,700	0.001	Lost Time: 0.100
Northbound	RT	1.00	76	1,700	0.044	ICU: 0.786
	TH	1.00	489	1,700	0.288	
	LT	1.00	100	1,700	0.059 *	
Eastbound	RT	0.00	67	0	0.000	LOS: C
	TH	2.00	564	3,400	0.186	
	LT	1.00	51	1,700	0.030 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	88	1,700	0.012	N-S(1): 0.362
	TH	1.00	633	1,700	0.372 *	N-S(2): 0.410 *
	LT	1.00	68	1,700	0.040	E-W(1): 0.347 *
Westbound	RT	0.00	48	0	0.000	E-W(2): 0.285
	TH	2.00	785	3,400	0.245	V/C: 0.757
	LT	1.00	40	1,700	0.024 *	Lost Time: 0.100
Northbound	RT	1.00	199	1,700	0.094	ICU: 0.857
	TH	1.00	548	1,700	0.322	
	LT	1.00	65	1,700	0.038 *	
Eastbound	RT	0.00	81	0	0.000	LOS: D
	TH	2.00	1,017	3,400	0.323 *	
	LT	1.00	68	1,700	0.040	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: GARFIELD AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	31	1,700	0.000	N-S(1): 0.016 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	27	1,700	0.016 *	E-W(1): 0.199
Westbound	RT	1.00	31	1,700	0.002	E-W(2): 0.236 *
	TH	2.00	726	3,400	0.214 *	V/C: 0.252
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	ICU: 0.352
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	LOS: A
	TH	2.00	677	3,400	0.199	
	LT	1.00	38	1,700	0.022 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	59	1,700	0.016	N-S(1): 0.058 *
	TH	0.00	0	0	0.000	N-S(2): 0.016
	LT	1.00	98	1,700	0.058 *	E-W(1): 0.294
Westbound	RT	1.00	36	1,700	0.000	E-W(2): 0.345 *
	TH	2.00	1,108	3,400	0.326 *	V/C: 0.403
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	ICU: 0.503
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	LOS: A
	TH	2.00	998	3,400	0.294	
	LT	1.00	32	1,700	0.019 *	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: GARFIELD AVENUE						
East/West Street: GREEN STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.018 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	30	1,700	0.018 *	E-W(1): 0.198 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.102
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.216
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.316
	TH	4.00	1,170	6,800	0.198 *	
	LT	0.00	174	1,700	0.102	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.077 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	131	1,700	0.077 *	E-W(1): 0.237 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.053
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.314
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.414
	TH	4.00	1,522	6,800	0.237 *	
	LT	0.00	90	1,700	0.053	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EUCLID AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	22	0	0.000	N-S(1): 0.039 *
	TH	1.00	14	1,700	0.021 *	N-S(2): 0.039 *
	LT	1.00	23	1,700	0.014 *	E-W(1): 0.204
Westbound	RT	1.00	37	1,700	0.008	E-W(2): 0.256 *
	TH	2.00	725	3,400	0.213 *	
	LT	1.00	51	1,700	0.030	V/C: 0.295
Northbound	RT	1.00	31	1,700	0.000	Lost Time: 0.100
	TH	1.00	11	1,700	0.025 *	
	LT	0.00	31	1,700	0.018 *	
Eastbound	RT	1.00	30	1,700	0.000	ICU: 0.395
	TH	2.00	591	3,400	0.174	
	LT	1.00	73	1,700	0.043 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	38	0	0.000	N-S(1): 0.153 *
	TH	1.00	69	1,700	0.063	N-S(2): 0.122
	LT	1.00	95	1,700	0.056 *	E-W(1): 0.370 *
Westbound	RT	1.00	44	1,700	0.000	E-W(2): 0.336
	TH	2.00	1,067	3,400	0.314	
	LT	1.00	153	1,700	0.090 *	V/C: 0.523
Northbound	RT	1.00	129	1,700	0.000	Lost Time: 0.100
	TH	1.00	64	1,700	0.097 *	
	LT	0.00	101	1,700	0.059	
Eastbound	RT	1.00	130	1,700	0.017	ICU: 0.623
	TH	2.00	951	3,400	0.280 *	
	LT	1.00	37	1,700	0.022	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EUCLID AVENUE						
East/West Street: GREEN STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.044 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	16	1,700	0.009 *	E-W(1): 0.179 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.005
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.223
Northbound	RT	1.00	59	1,700	0.035 *	Lost Time: 0.100
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	73	0	0.000	ICU: 0.323
	TH	4.00	1,142	6,800	0.179 *	
	LT	1.00	8	1,700	0.005	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.069 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	30	1,700	0.018 *	E-W(1): 0.238 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.024
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.307
Northbound	RT	1.00	87	1,700	0.051 *	Lost Time: 0.100
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	82	0	0.000	ICU: 0.407
	TH	4.00	1,538	6,800	0.238 *	
	LT	1.00	40	1,700	0.024	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: MAPLE STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	143	0	0.000	N-S(1): 0.121
	TH	2.00	720	3,400	0.254 *	N-S(2): 0.332 *
	LT	0.00	0	0	0.000	E-W(1): 0.172
Westbound	RT	0.00	53	0	0.000	E-W(2): 0.196 *
	TH	2.00	321	3,400	0.196 *	
	LT	0.00	293	1,700	0.172	V/C: 0.528
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	410	3,400	0.121	
	LT	1.00	133	1,700	0.078 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.628
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	93	0	0.000	N-S(1): 0.254
	TH	2.00	563	3,400	0.193 *	N-S(2): 0.378 *
	LT	0.00	0	0	0.000	E-W(1): 0.082
Westbound	RT	0.00	87	0	0.000	E-W(2): 0.179 *
	TH	2.00	382	3,400	0.179 *	
	LT	0.00	139	1,700	0.082	V/C: 0.557
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	862	3,400	0.254	
	LT	1.00	315	1,700	0.185 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.657
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: CORSON STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.193
	TH	2.00	982	3,400	0.289 *	N-S(2): 0.289 *
	LT	1.00	86	1,700	0.051	E-W(1): 0.161 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.024
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.450
Northbound	RT	1.00	142	1,700	0.084	Lost Time: 0.100
	TH	2.00	482	3,400	0.142	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	274	1,700	0.161 *	ICU: 0.550
	TH	2.00	214	1,700	0.150	
	LT	0.00	41	1,700	0.024	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.317 *
	TH	2.00	651	3,400	0.191	N-S(2): 0.191
	LT	1.00	44	1,700	0.026 *	E-W(1): 0.295 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.109
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.612
Northbound	RT	1.00	213	1,700	0.125	Lost Time: 0.100
	TH	2.00	990	3,400	0.291 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	152	0	0.000	ICU: 0.712
	TH	2.00	665	3,400	0.295 *	
	LT	0.00	185	1,700	0.109	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: WALNUT STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	118	1,700	0.003	N-S(1): 0.218
	TH	2.00	905	3,400	0.266 *	N-S(2): 0.345 *
	LT	1.00	103	1,700	0.061	E-W(1): 0.204
Westbound	RT	0.00	118	0	0.000	E-W(2): 0.277 *
	TH	2.00	600	3,400	0.211 *	
	LT	1.00	117	1,700	0.069	V/C: 0.622
Northbound	RT	1.00	78	1,700	0.000	Lost Time: 0.100
	TH	2.00	533	3,400	0.157	
	LT	1.00	135	1,700	0.079 *	
Eastbound	RT	1.00	193	1,700	0.034	ICU: 0.722
	TH	2.00	459	3,400	0.135	
	LT	1.00	113	1,700	0.066 *	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	129	1,700	0.000	N-S(1): 0.341 *
	TH	2.00	645	3,400	0.190	N-S(2): 0.289
	LT	1.00	111	1,700	0.065 *	E-W(1): 0.276
Westbound	RT	0.00	201	0	0.000	E-W(2): 0.373 *
	TH	2.00	742	3,400	0.277 *	
	LT	1.00	91	1,700	0.054	V/C: 0.714
Northbound	RT	1.00	123	1,700	0.019	Lost Time: 0.100
	TH	2.00	938	3,400	0.276 *	
	LT	1.00	169	1,700	0.099	
Eastbound	RT	1.00	176	1,700	0.004	ICU: 0.814
	TH	2.00	754	3,400	0.222	
	LT	1.00	163	1,700	0.096 *	LOS: D

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: UNION STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	393	1,700	0.231	N-S(1): 0.177
	TH	2.00	787	3,400	0.231 *	N-S(2): 0.318 *
	LT	0.00	0	0	0.000	E-W(1): 0.034
Westbound	RT	1.00	107	1,700	0.063	E-W(2): 0.114 *
	TH	3.00	581	5,100	0.114 *	
	LT	1.00	57	1,700	0.034	V/C: 0.432
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	602	3,400	0.177	
	LT	1.00	148	1,700	0.087 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.532
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	245	1,700	0.144	N-S(1): 0.303 *
	TH	2.00	716	3,400	0.211	N-S(2): 0.292
	LT	0.00	0	0	0.000 *	E-W(1): 0.067
Westbound	RT	1.00	249	1,700	0.146 *	E-W(2): 0.146 *
	TH	3.00	721	5,100	0.141	
	LT	1.00	114	1,700	0.067	V/C: 0.449
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	1,030	3,400	0.303 *	
	LT	1.00	137	1,700	0.081	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.549
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	123	1,700	0.007	N-S(1): 0.269 *
	TH	2.00	601	3,400	0.177	N-S(2): 0.250
	LT	1.00	136	1,700	0.080 *	E-W(1): 0.191
Westbound	RT	1.00	91	1,700	0.000	E-W(2): 0.236 *
	TH	2.00	582	3,400	0.171 *	
	LT	1.00	77	1,700	0.045	V/C: 0.505
Northbound	RT	1.00	84	1,700	0.004	Lost Time: 0.100
	TH	2.00	641	3,400	0.189 *	
	LT	1.00	124	1,700	0.073	
Eastbound	RT	1.00	56	1,700	0.000	ICU: 0.605
	TH	2.00	495	3,400	0.146	
	LT	1.00	111	1,700	0.065 *	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	166	1,700	0.022	N-S(1): 0.315 *
	TH	2.00	596	3,400	0.175	N-S(2): 0.285
	LT	1.00	146	1,700	0.086 *	E-W(1): 0.319
Westbound	RT	1.00	168	1,700	0.013	E-W(2): 0.361 *
	TH	2.00	969	3,400	0.285 *	
	LT	1.00	78	1,700	0.046	V/C: 0.676
Northbound	RT	1.00	84	1,700	0.004	Lost Time: 0.100
	TH	2.00	778	3,400	0.229 *	
	LT	1.00	187	1,700	0.110	
Eastbound	RT	1.00	156	1,700	0.000	ICU: 0.776
	TH	2.00	927	3,400	0.273	
	LT	1.00	129	1,700	0.076 *	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: GREEN STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.314 *
	TH	2.00	584	3,400	0.172	N-S(2): 0.172
	LT	1.00	158	1,700	0.093 *	E-W(1): 0.187 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.108
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.501
Northbound	RT	0.00	89	0	0.000	Lost Time: 0.100
	TH	2.00	662	3,400	0.221 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	74	1,700	0.044	ICU: 0.601
	TH	3.00	954	5,100	0.187 *	
	LT	1.00	183	1,700	0.108	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.298 *
	TH	2.00	718	3,400	0.211	N-S(2): 0.211
	LT	1.00	101	1,700	0.059 *	E-W(1): 0.239 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.170
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.537
Northbound	RT	0.00	59	0	0.000	Lost Time: 0.100
	TH	2.00	752	3,400	0.239 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	179	1,700	0.105	ICU: 0.637
	TH	3.00	1,220	5,100	0.239 *	
	LT	1.00	289	1,700	0.170	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: CORDOVA STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	152	0	0.000	N-S(1): 0.275 *
	TH	2.00	412	3,400	0.166	N-S(2): 0.207
	LT	1.00	104	1,700	0.061 *	E-W(1): 0.092
Westbound	RT	0.00	82	0	0.000	E-W(2): 0.181 *
	TH	2.00	445	3,400	0.155 *	
	LT	1.00	48	1,700	0.028	V/C: 0.456
Northbound	RT	0.00	60	0	0.000	Lost Time: 0.100
	TH	2.00	667	3,400	0.214 *	
	LT	1.00	69	1,700	0.041	
Eastbound	RT	0.00	19	0	0.000	ICU: 0.556
	TH	2.00	197	3,400	0.064	
	LT	1.00	44	1,700	0.026 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	180	0	0.000	N-S(1): 0.255 *
	TH	2.00	619	3,400	0.235	N-S(2): 0.246
	LT	1.00	113	1,700	0.066 *	E-W(1): 0.171
Westbound	RT	0.00	98	0	0.000	E-W(2): 0.251 *
	TH	2.00	656	3,400	0.222 *	
	LT	1.00	128	1,700	0.075	V/C: 0.506
Northbound	RT	0.00	33	0	0.000	Lost Time: 0.100
	TH	2.00	608	3,400	0.189 *	
	LT	1.00	18	1,700	0.011	
Eastbound	RT	0.00	40	0	0.000	ICU: 0.606
	TH	2.00	287	3,400	0.096	
	LT	1.00	49	1,700	0.029 *	LOS: B

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: DEL MAR BOULEVARD						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	42	1,700	0.000	N-S(1): 0.370 *
	TH	1.00	321	1,700	0.189	N-S(2): 0.237
	LT	1.00	88	1,700	0.052 *	E-W(1): 0.248
Westbound	RT	0.00	118	0	0.000	E-W(2): 0.334 *
	TH	2.00	866	3,400	0.289 *	
	LT	1.00	72	1,700	0.042	V/C: 0.704
Northbound	RT	1.00	54	1,700	0.000	Lost Time: 0.100
	TH	1.00	540	1,700	0.318 *	
	LT	1.00	81	1,700	0.048	
Eastbound	RT	0.00	46	0	0.000	ICU: 0.804
	TH	2.00	654	3,400	0.206	
	LT	1.00	77	1,700	0.045 *	LOS: D
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	104	1,700	0.016	N-S(1): 0.334 *
	TH	1.00	469	1,700	0.276	N-S(2): 0.301
	LT	1.00	107	1,700	0.063 *	E-W(1): 0.340 *
Westbound	RT	0.00	112	0	0.000	E-W(2): 0.326
	TH	2.00	843	3,400	0.281	
	LT	1.00	85	1,700	0.050 *	V/C: 0.674
Northbound	RT	1.00	71	1,700	0.000	Lost Time: 0.100
	TH	1.00	460	1,700	0.271 *	
	LT	1.00	43	1,700	0.025	
Eastbound	RT	0.00	48	0	0.000	ICU: 0.774
	TH	2.00	937	3,400	0.290 *	
	LT	1.00	77	1,700	0.045	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LOS ROBLES AVENUE						
East/West Street: CALIFORNIA BOULEVARD						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	100	1,700	0.014	N-S(1): 0.320 *
	TH	1.00	383	1,700	0.242	N-S(2): 0.268
	LT	0.00	29	1,700	0.017 *	E-W(1): 0.226
Westbound	RT	0.00	95	0	0.000	E-W(2): 0.326 *
	TH	2.00	862	3,400	0.281 *	
	LT	1.00	13	1,700	0.008	V/C: 0.646
Northbound	RT	1.00	115	1,700	0.060	Lost Time: 0.100
	TH	1.00	471	1,700	0.303 *	
	LT	0.00	44	1,700	0.026	
Eastbound	RT	0.00	28	0	0.000	ICU: 0.746
	TH	2.00	712	3,400	0.218	
	LT	1.00	76	1,700	0.045 *	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	61	1,700	0.000	N-S(1): 0.277
	TH	1.00	455	1,700	0.284 *	N-S(2): 0.302 *
	LT	0.00	28	1,700	0.016	E-W(1): 0.360 *
Westbound	RT	0.00	58	0	0.000	E-W(2): 0.307
	TH	2.00	775	3,400	0.245	
	LT	1.00	32	1,700	0.019 *	V/C: 0.662
Northbound	RT	1.00	129	1,700	0.057	Lost Time: 0.100
	TH	1.00	412	1,700	0.261	
	LT	0.00	31	1,700	0.018 *	
Eastbound	RT	0.00	43	0	0.000	ICU: 0.762
	TH	2.00	1,118	3,400	0.341 *	
	LT	1.00	106	1,700	0.062	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EL MOLINO AVENUE						
East/West Street: MAPLE STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	52	0	0.000	N-S(1): 0.102
	TH	2.00	305	3,400	0.105 *	N-S(2): 0.137 *
	LT	0.00	0	0	0.000	E-W(1): 0.098
Westbound	RT	0.00	19	0	0.000	E-W(2): 0.223 *
	TH	2.00	573	3,400	0.223 *	V/C: 0.360
	LT	0.00	167	1,700	0.098	
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	1.00	173	1,700	0.102	
	LT	1.00	55	1,700	0.032 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.460
	TH	0.00	0	0	0.000	LOS: A
	LT	0.00	0	0	0.000 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	25	0	0.000	N-S(1): 0.236 *
	TH	2.00	193	3,400	0.064	N-S(2): 0.131
	LT	0.00	0	0	0.000 *	E-W(1): 0.096
Westbound	RT	0.00	41	0	0.000	E-W(2): 0.213 *
	TH	2.00	520	3,400	0.213 *	V/C: 0.449
	LT	0.00	164	1,700	0.096	
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	1.00	401	1,700	0.236 *	
	LT	1.00	114	1,700	0.067	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.549
	TH	0.00	0	0	0.000	LOS: A
	LT	0.00	0	0	0.000 *	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EL MOLINO AVENUE						
East/West Street: CORSON STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.163 *
	TH	2.00	415	3,400	0.122	N-S(2): 0.122
	LT	1.00	82	1,700	0.048 *	E-W(1): 0.125 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.017
	TH	0.00	0	0	0.000	V/C: 0.288
	LT	0.00	0	0	0.000 *	
Northbound	RT	1.00	69	1,700	0.041	Lost Time: 0.100
	TH	1.00	195	1,700	0.115 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	80	0	0.000	ICU: 0.388
	TH	2.00	315	3,400	0.125 *	LOS: A
	LT	0.00	29	1,700	0.017	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.279 *
	TH	2.00	313	3,400	0.092	N-S(2): 0.092
	LT	1.00	39	1,700	0.023 *	E-W(1): 0.269 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.046
	TH	0.00	0	0	0.000	V/C: 0.548
	LT	0.00	0	0	0.000 *	
Northbound	RT	1.00	122	1,700	0.072	Lost Time: 0.100
	TH	1.00	435	1,700	0.256 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	74	0	0.000	ICU: 0.648
	TH	2.00	763	3,400	0.269 *	LOS: B
	LT	0.00	78	1,700	0.046	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EL MOLINO AVENUE						
East/West Street: WALNUT STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	113	0	0.000	N-S(1): 0.151
	TH	1.00	410	1,700	0.322 *	N-S(2): 0.331 *
	LT	0.00	25	1,700	0.015	E-W(1): 0.192
Westbound	RT	0.00	38	0	0.000	E-W(2): 0.239 *
	TH	2.00	725	3,400	0.224 *	V/C: 0.570
	LT	1.00	65	1,700	0.038	
Northbound	RT	0.00	23	0	0.000	ICU: 0.670
	TH	1.00	194	1,700	0.136	
	LT	0.00	15	1,700	0.009 *	
Eastbound	RT	0.00	88	0	0.000	LOS: B
	TH	2.00	436	3,400	0.154	
	LT	1.00	25	1,700	0.015 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	96	0	0.000	N-S(1): 0.342 *
	TH	1.00	253	1,700	0.235	N-S(2): 0.261
	LT	0.00	51	1,700	0.030 *	E-W(1): 0.327 *
Westbound	RT	0.00	82	0	0.000	E-W(2): 0.283
	TH	2.00	759	3,400	0.247	V/C: 0.669
	LT	1.00	57	1,700	0.034 *	
Northbound	RT	0.00	86	0	0.000	ICU: 0.769
	TH	1.00	400	1,700	0.312 *	
	LT	0.00	44	1,700	0.026	
Eastbound	RT	0.00	88	0	0.000	LOS: C
	TH	2.00	909	3,400	0.293 *	
	LT	1.00	62	1,700	0.036	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: EL MOLINO AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	46	0	0.000	N-S(1): 0.211
	TH	1.00	329	1,700	0.245 *	N-S(2): 0.275 *
	LT	0.00	42	1,700	0.025	E-W(1): 0.185
Westbound	RT	1.00	50	1,700	0.005	E-W(2): 0.236 *
	TH	2.00	733	3,400	0.216 *	V/C: 0.511
	LT	1.00	71	1,700	0.042	
Northbound	RT	0.00	33	0	0.000	ICU: 0.611
	TH	1.00	232	1,700	0.186	
	LT	0.00	51	1,700	0.030 *	
Eastbound	RT	1.00	56	1,700	0.003	LOS: B
	TH	2.00	487	3,400	0.143	
	LT	1.00	34	1,700	0.020 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	68	0	0.000	N-S(1): 0.360 *
	TH	1.00	322	1,700	0.271	N-S(2): 0.319
	LT	0.00	71	1,700	0.042 *	E-W(1): 0.342
Westbound	RT	1.00	76	1,700	0.003	E-W(2): 0.354 *
	TH	2.00	1,031	3,400	0.303 *	V/C: 0.714
	LT	1.00	61	1,700	0.036	
Northbound	RT	0.00	77	0	0.000	ICU: 0.814
	TH	1.00	383	1,700	0.318 *	
	LT	0.00	81	1,700	0.048	
Eastbound	RT	1.00	54	1,700	0.000	LOS: D
	TH	2.00	1,041	3,400	0.306	
	LT	1.00	87	1,700	0.051 *	

* = Critical Movement

Project:	PASEO COLORADO REDEVELOPMENT PROJECT
North/South Street:	LAKE AVENUE
East/West Street:	MAPLE STREET
Scenario:	CUMULATIVE (2016) PLUS PROJECT CONDITIONS

Thru Lane:	1700 vph	N-S Split Phase :	N
Left-Turn Lane:	1700 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	564	1,700	0.332 *	N-S(1): 0.221
	TH	2.00	817	3,400	0.240	N-S(2): 0.480 *
	LT	0.00	0	0	0.000	E-W(1): 0.397 *
Westbound	RT	1.00	170	1,700	0.100	E-W(2): 0.358
	TH	1.74	1,056	2,953	0.358	
	LT	1.26	768	1,933	0.397 *	V/C: 0.877
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	750	3,400	0.221	
	LT	2.00	454	3,060	0.148 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.977
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: E

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	378	1,700	0.222	N-S(1): 0.465
	TH	2.00	843	3,400	0.248 *	N-S(2): 0.496 *
	LT	0.00	0	0	0.000	E-W(1): 0.271 *
Westbound	RT	1.00	249	1,700	0.146	E-W(2): 0.244
	TH	1.78	740	3,034	0.244	
	LT	1.22	504	1,860	0.271 *	V/C: 0.767
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	1,581	3,400	0.465	
	LT	2.00	759	3,060	0.248 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.867
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D

* = Critical Movement

Project:	PASEO COLORADO REDEVELOPMENT PROJECT
North/South Street:	LAKE AVENUE
East/West Street:	CORSON STREET
Scenario:	CUMULATIVE (2016) PLUS PROJECT CONDITIONS

Thru Lane:	1700 vph	N-S Split Phase :	N
Left-Turn Lane:	1700 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.265 *
	TH	3.00	1,228	5,100	0.241	N-S(2): 0.241
	LT	2.00	367	3,060	0.120 *	E-W(1): 0.266
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.296 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.561
Northbound	RT	1.28	314	2,170	0.145	Lost Time: 0.100
	TH	1.72	424	2,930	0.145 *	
	Left-Turns at Maple	TH	2.00	267	3,400	0.079
Eastbound	RT	2.00	997	3,400	0.254	ICU: 0.661
	TH	1.92	867	3,258	0.266	
	LT	1.08	490	1,657	0.296 *	LOS: B

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.345 *
	TH	3.00	1,139	5,100	0.223	N-S(2): 0.223
	LT	2.00	205	3,060	0.067 *	E-W(1): 0.357
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.396 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.741
Northbound	RT	1.00	386	1,700	0.227	Lost Time: 0.100
	TH	2.00	946	3,400	0.278 *	
	Left-Turns at Maple	TH	2.00	454	3,400	0.134
Eastbound	RT	1.09	662	1,856	0.234	ICU: 0.841
	TH	2.36	1,432	4,015	0.357	
	LT	1.55	938	2,367	0.396 *	LOS: D

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: WALNUT STREET						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	104	0	0.000	N-S(1): 0.225
	TH	3.00	1,994	5,100	0.411 *	N-S(2): 0.463 *
	LT	1.00	124	1,700	0.073	E-W(1): 0.169
Westbound	RT	0.00	65	0	0.000	E-W(2): 0.298 *
	TH	2.00	765	3,400	0.244 *	V/C: 0.761
	LT	1.00	97	1,700	0.057	
Northbound	RT	1.00	52	1,700	0.000	ICU: 0.861
	TH	3.00	777	5,100	0.152	
	LT	1.00	89	1,700	0.052 *	
Eastbound	RT	0.00	58	0	0.000	LOS: D
	TH	2.00	324	3,400	0.112	
	LT	2.00	165	3,060	0.054 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	122	0	0.000	N-S(1): 0.365 *
	TH	3.00	1,497	5,100	0.317 *	N-S(2): 0.365 *
	LT	1.00	179	1,700	0.105 *	E-W(1): 0.265
Westbound	RT	0.00	111	0	0.000	E-W(2): 0.304 *
	TH	2.00	522	3,400	0.186 *	V/C: 0.669
	LT	1.00	33	1,700	0.019	
Northbound	RT	1.00	108	1,700	0.044	ICU: 0.769
	TH	3.00	1,328	5,100	0.260 *	
	LT	1.00	81	1,700	0.048 *	
Eastbound	RT	0.00	55	0	0.000	LOS: C
	TH	2.00	783	3,400	0.246	
	LT	2.00	361	3,060	0.118 *	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: COLORADO BOULEVARD						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	221	1,700	0.035	N-S(1): 0.293
	TH	2.00	997	3,400	0.293 *	N-S(2): 0.371 *
	LT	1.00	195	1,700	0.115	E-W(1): 0.157
Westbound	RT	1.00	145	1,700	0.000	E-W(2): 0.278 *
	TH	2.00	623	3,400	0.183 *	V/C: 0.649
	LT	1.00	104	1,700	0.061	
Northbound	RT	0.00	57	0	0.000	ICU: 0.749
	TH	3.00	852	5,100	0.178	
	LT	1.00	132	1,700	0.078 *	
Eastbound	RT	1.00	57	1,700	0.000	LOS: C
	TH	2.00	327	3,400	0.096	
	LT	1.00	162	1,700	0.095 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	285	1,700	0.021	N-S(1): 0.431 *
	TH	2.00	932	3,400	0.274	N-S(2): 0.385
	LT	1.00	302	1,700	0.178 *	E-W(1): 0.308
Westbound	RT	1.00	218	1,700	0.000	E-W(2): 0.354 *
	TH	2.00	708	3,400	0.208 *	V/C: 0.785
	LT	1.00	114	1,700	0.067	
Northbound	RT	0.00	127	0	0.000	ICU: 0.885
	TH	3.00	1,164	5,100	0.253 *	
	LT	1.00	188	1,700	0.111	
Eastbound	RT	1.00	158	1,700	0.000	LOS: D
	TH	2.00	819	3,400	0.241	
	LT	1.00	249	1,700	0.146 *	

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: DEL MAR BOULEVARD						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	220	1,700	0.050	N-S(1): 0.260 *
	TH	2.00	442	3,400	0.130	N-S(2): 0.189
	LT	1.00	94	1,700	0.055 *	E-W(1): 0.189
Westbound	RT	1.00	158	1,700	0.038	E-W(2): 0.366 *
	TH	2.00	977	3,400	0.287 *	
	LT	1.00	68	1,700	0.040	V/C: 0.626
Northbound	RT	0.00	73	0	0.000	Lost Time: 0.100
	TH	2.00	625	3,400	0.205 *	
	LT	1.00	100	1,700	0.059	
Eastbound	RT	1.00	90	1,700	0.000	ICU: 0.726
	TH	2.00	505	3,400	0.149	
	LT	1.00	135	1,700	0.079 *	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	139	1,700	0.009	N-S(1): 0.334 *
	TH	2.00	668	3,400	0.196	N-S(2): 0.264
	LT	1.00	224	1,700	0.132 *	E-W(1): 0.341 *
Westbound	RT	1.00	126	1,700	0.000	E-W(2): 0.258
	TH	2.00	633	3,400	0.186	
	LT	1.00	94	1,700	0.055 *	V/C: 0.675
Northbound	RT	0.00	115	0	0.000	Lost Time: 0.100
	TH	2.00	572	3,400	0.202 *	
	LT	1.00	115	1,700	0.068	
Eastbound	RT	1.00	117	1,700	0.001	ICU: 0.775
	TH	2.00	972	3,400	0.286 *	
	LT	1.00	123	1,700	0.072	LOS: C

* = Critical Movement

Project: PASEO COLORADO REDEVELOPMENT PROJECT						
North/South Street: LAKE AVENUE						
East/West Street: CALIFORNIA BOULEVARD						
Scenario: CUMULATIVE (2016) PLUS PROJECT CONDITIONS						
Thru Lane: 1700 vph		N-S Split Phase : N				
Left-Turn Lane: 1700 vph		E-W Split Phase : N				
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10				
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	167	1,700	0.008	N-S(1): 0.231
	TH	1.00	369	1,700	0.217 *	N-S(2): 0.311 *
	LT	1.00	97	1,700	0.057	E-W(1): 0.309
Westbound	RT	1.00	102	1,700	0.003	E-W(2): 0.445 *
	TH	1.00	601	1,700	0.354 *	
	LT	1.00	75	1,700	0.044	V/C: 0.756
Northbound	RT	0.00	93	0	0.000	Lost Time: 0.100
	TH	2.00	497	3,400	0.174	
	LT	1.00	159	1,700	0.094 *	
Eastbound	RT	1.00	119	1,700	0.000	ICU: 0.856
	TH	1.00	451	1,700	0.265	
	LT	1.00	154	1,700	0.091 *	LOS: D
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	363	1,700	0.104	N-S(1): 0.237
	TH	1.00	530	1,700	0.312 *	N-S(2): 0.389 *
	LT	1.00	145	1,700	0.085	E-W(1): 0.494 *
Westbound	RT	1.00	96	1,700	0.000	E-W(2): 0.399
	TH	1.00	492	1,700	0.289	
	LT	1.00	105	1,700	0.062 *	V/C: 0.883
Northbound	RT	0.00	105	0	0.000	Lost Time: 0.100
	TH	2.00	412	3,400	0.152	
	LT	1.00	131	1,700	0.077 *	
Eastbound	RT	1.00	142	1,700	0.006	ICU: 0.983
	TH	1.00	734	1,700	0.432 *	
	LT	1.00	187	1,700	0.110	LOS: E

* = Critical Movement

APPENDIX M

Pedestrian Environmental Quality Index (PEQI) Analysis Data Worksheets

Pedestrian Environmental Quality Index
Survey Results

SECTION	DOMAIN	INDICATOR	VARIABLE	level of Importance for each Indicator	Value for Each Variable	Overall Score Weight			Domain Score Weight		
				Original Scale 1 - 5: 1= 'not important', 2 = 'somewhat important', 3 = 'important', 4 = 'very important', 5 = 'essential'	Original values (1-11) Recentered so that 0 is the lowest value Rescaled (0-10)	Indicator Weighted Score ROUNDED	Maximum Possible Value	Minimum Possible Value	Total Maximum Possible Value	Total Minimum Possible Value	Domain Score Weight
1	Intersections	Intersection Safety	Crosswalks	All ways	22	22	0	158	97	0	1.58
				Missing 1	9						
				Missing 2	7						
				Missing 3	4						
				None	0						
2	Intersections	Intersection Safety	High visibility crosswalk	All ways	13	13	0				
				Missing 1	5						
				Missing 2	3						
				Missing 3	2						
				None	0						
3	Intersections	Intersection Safety	Intersection Lighting	4+ Streetlights	19	19	0				
				3 Streetlights	15						
				2 Streetlights	11						
				1 Streetlight	9						
				None	0						
4	Intersections	Intersection Safety	Traffic Control Device	Traffic Signal	11	11	0				
				Stop All Way	9						
				Uncontrolled	4						
				Roundabout	2						
				Yield (no roundabout)	0						
5	Intersections	Intersection Safety	Pedestrian Signal w/o countdown	All ways	9	9	0				
				Some ways	4						
				None	0						
6	Intersections	Intersection Safety	Countdown in Signal	All ways	17	17	0				
				Some ways	7						
				None	0						
7	Intersections		Wait Time	Less than 40 seconds	11	11	0				
				40 seconds or more	0						
8	Intersections	Intersection Safety	Crossing Speed	3.5 feet/second or less	11	11	0				
				More than 3.5 feet/second	0						
9	Intersections	Intersection Safety	Pedestrian Refuge Island	Wider than 4 ft	13	13	0				
				4 ft or narrower	7						
				None	0						
10	Intersections	Intersection Safety	Curb ramps	All corners ramped	11	11	0				
				Missing one or more ramp	0						
11	Intersections	Intersection Safety	Traffic Calming Features (TCFs)	3+ TCFs	10	10	0				
				2 TCFs	8						
				1 TCF	5						
				None	0						
12	Intersections	Intersection Safety	Pedestrian Engineering Countermeasures	3+ Countermeasures	11	11	0				
				2 Countermeasures	7						
				1 Countermeasure	4						
				None	0						
13	Streets	Traffic	Number of Lanes	Shared/Pedestrian only street	20	20	0				
				1 Lane	13						
				2 Lanes	9						
				3 Lanes	4						
				4+ Lanes	0						
14	Streets	Traffic	Posted Speed Limit	Under 25 mph	19	19	0				
				25 mph or none posted	4						
				Over 25 mph	0						
15	Streets	Traffic	Traffic Volume	Fewer than 1,000 Vehicles/Day (V/D)	15	15	0				
				1,000-6,000 V/D	11						
				6,001-12,000 V/D	4						
				More than 12,000 V/D	0						
16	Streets	Traffic	Street TCFs	1+ TCFs	10	10	0	145		0	1.45
				None	0						
17	Streets	Street Design	Width of Sidewalk	12 ft or more	22	22	0				
				8 - 12 ft	20						
				5 - 8 ft	15						
				Less than 5 feet	9						
				No sidewalk	0						
18	Streets	Street Design	Width of Throughway	8 ft or more	22	22	0				
				6 - 8 ft	17						
				4 - 6 ft	13						
				Less than 4 feet	8						
				No sidewalk	0						
19	Streets	Street Design	Large SW Obstructions	None	22	22	0				

			Temporary only	11					
			Permanent only	4					
			Both permanent & temporary	4					
			No sidewalk	0					
20	Streets	Street Design	Sidewalk Impediments	None	24	24	0		
				Minor	13				
				Significant	4				
				No sidewalk	0				
21	Streets	Street Design	Trees	Continuous	9	9	0		
				Sporadic	7				
				None	0				
22	Streets	Street Design	Driveway Cuts	None	15	15	0		
				1 to 5	7				
				More than 5	0				
23	Streets	Street Design	Presence of a Buffer	Bike lane and PP	13	13	0		
				Bike lane and NPPP	13				
				Parallel parking	11				
				Bike lane	11				
				Non-Peak Parallel Parking	9				
				None	0				
24	Streets	Street Design	Planters/Gardens	Yes	4	4	0		
				No	0				
25	Streets	Street Design	Public Seating	Yes	4	4	0		
				No	0				
26	Streets	Land Use	Public Art/ Historic Sites	Yes	4	4	0	15	0
				No	0				0.15
27	Streets	Land Use	Retail Use/Public Places	3 or more	11	11	0		
				1 or 2	7				
				None	0				
28	Streets	Perceived Safety	Lighting	Continuous	17	17	0	34	0
				Sporadic	9				0.34
				None	0				
29	Streets	Perceived Safety	Illegal Graffiti	No	2	2	0		
				Yes	0				
30	Streets	Perceived Safety	Litter	No	11	11	0		
				Yes	0				
31	Streets	Perceived Safety	Empty Spaces	No	4	4	0		
				Yes	0				
				Street Total:	248	0			

Overall score weight

Source: PEQI Version 2.0 Survey Results Table, provided by Lindsey Realmuto, Health Program Planner, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section, July 2013

**TABLE M1
PEQI INTERSECTION ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
MARENGO AVENUE AT UNION STREET**

Domain	Indicator	Indicator Response Category	Weighted Indicator Response Category Score [2]
Intersection Safety	1 Crosswalks	All Ways	22
	2 High Visibility Crosswalks	None	0
	3 Intersection Lighting	4+ Streetlights	19
	4 Traffic Control Device	Traffic Signal	11
	5 Pedestrian Signal	All Ways	9
	6 Countdown in Signal	All Ways	17
	7 Wait Time	40 seconds or more	0
	8 Crossing Speed	3.5 feet/second or less	11
	9 Pedestrian Refuge Island	None	0
	10 Curb Ramps	All Corners Ramped	11
	11 Traffic Calming Features (TCFs)	None	0
	12 Pedestrian Engineering Countermeasures	3+ Countermeasures	11
Domain Score	Sum of Indicator Scores		111
Weight	Minimum Score		0
1.58	Maximum Score		158

MARENGO AVENUE AT UNION STREET	
PEQI Score	70
PEQI Condition	High Quality

[1] Source: *The Pedestrian Environmental Quality Index (PEQI): An assessment of the physical condition of streets and intersections, Draft Methods Report - Fall 2008*, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section; PEQI Version 2.0, October 2012

[2] Source: PEQI Version 2.0 Survey Results Table, provided by Lindsey Realmuto, Health Program Planner, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section, July 2013

**TABLE M2
PEQI INTERSECTION ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
MARENGO AVENUE AT COLORADO BOULEVARD**

Domain	Indicator	Indicator Response Category	Weighted Indicator Response Category Score [2]
Intersection Safety	1 Crosswalks	All Ways	22
	2 High Visibility Crosswalks	None	0
	3 Intersection Lighting	4+ Streetlights	19
	4 Traffic Control Device	Traffic Signal	11
	5 Pedestrian Signal	All Ways	9
	6 Countdown in Signal	All Ways	17
	7 Wait Time	40 seconds or more	0
	8 Crossing Speed	more than 3.5 feet/second	0
	9 Pedestrian Refuge Island	None	0
	10 Curb Ramps	All Corners Ramped	11
	11 Traffic Calming Features (TCFs)	None	0
	12 Pedestrian Engineering Countermeasures	2 Countermeasures	7
Domain Score	Sum of Indicator Scores		96
Weight	Minimum Score		0
1.58	Maximum Score		158

MARENGO AVENUE AT COLORADO BOULEVARD	
PEQI Score	61
PEQI Condition	High Quality

[1] Source: *The Pedestrian Environmental Quality Index (PEQI): An assessment of the physical condition of streets and intersections, Draft Methods Report - Fall 2008*, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section; PEQI Version 2.0, October 2012

[2] Source: PEQI Version 2.0 Survey Results Table, provided by Lindsey Realmuto, Health Program Planner, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section, July 2013

**TABLE M3
PEQI INTERSECTION ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
MARENGO AVENUE AT GREEN STREET**

Domain	Indicator	Indicator Response Category	Weighted Indicator Response Category Score [2]
Intersection Safety	1 Crosswalks	All Ways	22
	2 High Visibility Crosswalks	None	0
	3 Intersection Lighting	4+ Streetlights	19
	4 Traffic Control Device	Traffic Signal	11
	5 Pedestrian Signal	All Ways	9
	6 Countdown in Signal	All Ways	17
	7 Wait Time	40 seconds or more	0
	8 Crossing Speed	3.5 feet/second or less	11
	9 Pedestrian Refuge Island	None	0
	10 Curb Ramps	All corners ramped	11
	11 Traffic Calming Features (TCFs)	None	0
	12 Pedestrian Engineering Countermeasures	2 Countermeasures	7
Domain Score	Sum of Indicator Scores		107
Weight	Minimum Score		0
1.58	Maximum Score		158

MARENGO AVENUE AT GREEN STREET	
PEQI Score	68
PEQI Condition	High Quality

[1] Source: *The Pedestrian Environmental Quality Index (PEQI): An assessment of the physical condition of streets and intersections, Draft Methods Report - Fall 2008*, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section; PEQI Version 2.0, October 2012

[2] Source: PEQI Version 2.0 Survey Results Table, provided by Lindsey Realmuto, Health Program Planner, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section, July 2013

**TABLE M4
PEQI INTERSECTION ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
MARENGO AVENUE AT CORDOVA STREET**

Domain	Indicator	Indicator Response Category	Weighted Indicator Response Category Score [2]
Intersection Safety	1 Crosswalks	All Ways	22
	2 High Visibility Crosswalks	None	0
	3 Intersection Lighting	4+ Streetlights	19
	4 Traffic Control Device	Traffic Signal	11
	5 Pedestrian Signal	All Ways	9
	6 Countdown in Signal	All Ways	17
	7 Wait Time	Less than 40 seconds	11
	8 Crossing Speed	more than 3.5 feet/second	0
	9 Pedestrian Refuge Island	None	0
	10 Curb Ramps	All Corners Ramped	11
	11 Traffic Calming Features (TCFs)	None	0
	12 Pedestrian Engineering Countermeasures	2 Countermeasures	7
Domain Score	Sum of Indicator Scores		107
Weight	Minimum Score		0
1.58	Maximum Score		158

MARENGO AVENUE AT CORDOVA STREET	
PEQI Score	68
PEQI Condition	High Quality

[1] Source: *The Pedestrian Environmental Quality Index (PEQI): An assessment of the physical condition of streets and intersections, Draft Methods Report - Fall 2008*, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section; PEQI Version 2.0, October 2012

[2] Source: PEQI Version 2.0 Survey Results Table, provided by Lindsey Realmuto, Health Program Planner, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section, July 2013

**TABLE M5
PEQI INTERSECTION ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
GARFIELD AVENUE AT COLORADO BOULEVARD**

Domain	Indicator	Indicator Response Category	Weighted Indicator Response Category Score [2]
Intersection Safety	1 Crosswalks	All Ways	22
	2 High Visibility Crosswalks	All Ways	13
	3 Intersection Lighting	4+ Streetlights	19
	4 Traffic Control Device	Traffic Signal	11
	5 Pedestrian Signal	All Ways	9
	6 Countdown in Signal	All Ways	17
	7 Wait Time	Less than 40 seconds	11
	8 Crossing Speed	3.5 feet/second or less	11
	9 Pedestrian Refuge Island	None	0
	10 Curb Ramps	All Corners Ramped	11
	11 Traffic Calming Features (TCFs)	1 TCF	5
	12 Pedestrian Engineering Countermeasures	2 Countermeasures	7
Domain Score	Sum of Indicator Scores		136
Weight	Minimum Score		0
1.58	Maximum Score		158

GARFIELD AVENUE AT COLORADO BOULEVARD	
PEQI Score	86
PEQI Condition	Highest Quality

[1] Source: *The Pedestrian Environmental Quality Index (PEQI): An assessment of the physical condition of streets and intersections, Draft Methods Report - Fall 2008*, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section; PEQI Version 2.0, October 2012

[2] Source: PEQI Version 2.0 Survey Results Table, provided by Lindsey Realmuto, Health Program Planner, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section, July 2013

**TABLE M6
PEQI INTERSECTION ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
PASEO COLORADO DRIVEWAY AT GREEN STREET [2]**

Domain	Indicator	Indicator Response Category	Weighted Indicator Response Category Score [3]
Intersection Safety	1 Crosswalks	All Ways	22
	2 High Visibility Crosswalks	Missing 1	5
	3 Intersection Lighting	4+ Streetlights	19
	4 Traffic Control Device	Traffic Signal	11
	5 Pedestrian Signal	All Ways	9
	6 Countdown in Signal	All Ways	17
	7 Wait Time	40 seconds or more	0
	8 Crossing Speed	3.5 feet/second or less	11
	9 Pedestrian Refuge Island	Wider than 4 feet	13
	10 Curb Ramps	All Corners Ramped	11
	11 Traffic Calming Features (TCFs)	None	0
	12 Pedestrian Engineering Countermeasures	2 Countermeasures	7
Domain Score	Sum of Indicator Scores		125
Weight	Minimum Score		0
1.58	Maximum Score		158

PASEO COLORADO DWY AT GREEN STREET	
PEQI Score	79
PEQI Condition	High Quality

[1] Source: *The Pedestrian Environmental Quality Index (PEQI): An assessment of the physical condition of streets and intersections, Draft Methods Report - Fall 2008*, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section; PEQI Version 2.0, October 2012

[2] Includes mid-block crossing.

[3] Source: PEQI Version 2.0 Survey Results Table, provided by Lindsey Realmuto, Health Program Planner, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section, July 2013

**TABLE M7
PEQI INTERSECTION ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
EUCLID AVENUE AT COLORADO BOULEVARD**

Domain	Indicator	Indicator Response Category	Weighted Indicator Response Category Score [2]
Intersection Safety	1 Crosswalks	All Ways	22
	2 High Visibility Crosswalks	None	0
	3 Intersection Lighting	4+ Streetlights	19
	4 Traffic Control Device	Traffic Signal	11
	5 Pedestrian Signal	All Ways	9
	6 Countdown in Signal	All Ways	17
	7 Wait Time	Less than 40 seconds	11
	8 Crossing Speed	3.5 feet/second or less	11
	9 Pedestrian Refuge Island	None	0
	10 Curb Ramps	All Corners Ramped	11
	11 Traffic Calming Features (TCFs)	None	0
	12 Pedestrian Engineering Countermeasures	2 Countermeasures	7
Domain Score	Sum of Indicator Scores		118
Weight	Minimum Score		0
1.58	Maximum Score		158

EUCLID AVENUE AT COLORADO BOULEVARD	
PEQI Score	75
PEQI Condition	High Quality

[1] Source: *The Pedestrian Environmental Quality Index (PEQI): An assessment of the physical condition of streets and intersections, Draft Methods Report - Fall 2008*, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section; PEQI Version 2.0, October 2012

[2] Source: PEQI Version 2.0 Survey Results Table, provided by Lindsey Realmuto, Health Program Planner, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section, July 2013

**TABLE M8
PEQI INTERSECTION ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
EUCLID AVENUE AT GREEN STREET**

Domain	Indicator	Indicator Response Category	Weighted Indicator Response Category Score [2]
Intersection Safety	1 Crosswalks	Missing 1	9
	2 High Visibility Crosswalks	None	0
	3 Intersection Lighting	3 Streetlights	15
	4 Traffic Control Device	Traffic Signal	11
	5 Pedestrian Signal	Some Ways	4
	6 Countdown in Signal	Some Ways	7
	7 Wait Time	Less than 40 seconds	11
	8 Crossing Speed	3.5 feet/second or less	11
	9 Pedestrian Refuge Island	Wider than 4 feet	13
	10 Curb Ramps	All Corners Ramped	11
	11 Traffic Calming Features (TCFs)	None	0
	12 Pedestrian Engineering Countermeasures	2 Countermeasures	7
Domain Score	Sum of Indicator Scores		99
Weight	Minimum Score		0
1.58	Maximum Score		158

EUCLID AVENUE AT GREEN STREET	
PEQI Score	63
PEQI Condition	High Quality

[1] Source: *The Pedestrian Environmental Quality Index (PEQI): An assessment of the physical condition of streets and intersections, Draft Methods Report - Fall 2008*, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section; PEQI Version 2.0, October 2012

[2] Source: PEQI Version 2.0 Survey Results Table, provided by Lindsey Realmuto, Health Program Planner, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section, July 2013

**TABLE M9
PEQI INTERSECTION ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
LOS ROBLES BOULEVARD AT UNION STREET**

Domain	Indicator	Indicator Response Category	Weighted Indicator Response Category Score [2]
Intersection Safety	1 Crosswalks	All Ways	22
	2 High Visibility Crosswalks	None	0
	3 Intersection Lighting	4+ Streetlights	19
	4 Traffic Control Device	Traffic Signal	11
	5 Pedestrian Signal	All Ways	9
	6 Countdown in Signal	All Ways	17
	7 Wait Time	40 seconds or more	0
	8 Crossing Speed	3.5 feet/second or less	11
	9 Pedestrian Refuge Island	None	0
	10 Curb Ramps	All Corners Ramped	11
	11 Traffic Calming Features (TCFs)	1 TCF	5
	12 Pedestrian Engineering Countermeasures	2 Countermeasures	7
Domain Score	Sum of Indicator Scores		112
Weight	Minimum Score		0
1.58	Maximum Score		158

LOS ROBLES BOULEVARD AT UNION STREET	
PEQI Score	71
PEQI Condition	High Quality

[1] Source: *The Pedestrian Environmental Quality Index (PEQI): An assessment of the physical condition of streets and intersections, Draft Methods Report - Fall 2008*, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section; PEQI Version 2.0, October 2012

[2] Source: PEQI Version 2.0 Survey Results Table, provided by Lindsey Realmuto, Health Program Planner, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section, July 2013

**TABLE M10
PEQI INTERSECTION ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
LOS ROBLES AVENUE AT COLORADO BOULEVARD**

Domain	Indicator	Indicator Response Category	Weighted Indicator Response Category Score [2]
Intersection Safety	1 Crosswalks	All Ways	22
	2 High Visibility Crosswalks	None	0
	3 Intersection Lighting	4+ Streetlights	19
	4 Traffic Control Device	Traffic Signal	11
	5 Pedestrian Signal	All Ways	9
	6 Countdown in Signal	All Ways	17
	7 Wait Time	40 seconds or more	0
	8 Crossing Speed	3.5 feet/second or less	11
	9 Pedestrian Refuge Island	None	0
	10 Curb Ramps	All Corners Ramped	11
	11 Traffic Calming Features (TCFs)	None	0
	12 Pedestrian Engineering Countermeasures	2 Countermeasures	7
Domain Score	Sum of Indicator Scores		107
Weight	Minimum Score		0
1.58	Maximum Score		158

LOS ROBLES AV AT COLORADO BL	
PEQI Score	68
PEQI Condition	High Quality

[1] Source: *The Pedestrian Environmental Quality Index (PEQI): An assessment of the physical condition of streets and intersections, Draft Methods Report - Fall 2008*, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section; PEQI Version 2.0, October 2012

[2] Source: PEQI Version 2.0 Survey Results Table, provided by Lindsey Realmuto, Health Program Planner, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section, July 2013

**TABLE M11
PEQI INTERSECTION ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
LOS ROBLES BOULEVARD AT GREEN STREET**

Domain	Indicator	Indicator Response Category	Weighted Indicator Response Category Score [2]
Intersection Safety	1 Crosswalks	All Ways	22
	2 High Visibility Crosswalks	None	0
	3 Intersection Lighting	4+ Streetlights	19
	4 Traffic Control Device	Traffic Signal	11
	5 Pedestrian Signal	All Ways	9
	6 Countdown in Signal	All Ways	17
	7 Wait Time	40 seconds or more	0
	8 Crossing Speed	3.5 feet/second or less	11
	9 Pedestrian Refuge Island	None	0
	10 Curb Ramps	All Corners Ramped	11
	11 Traffic Calming Features (TCFs)	None	0
	12 Pedestrian Engineering Countermeasures	2 Countermeasures	7
Domain Score	Sum of Indicator Scores		107
Weight	Minimum Score		0
1.58	Maximum Score		158

LOS ROBLES BOULEVARD AT GREEN STREET	
PEQI Score	68
PEQI Condition	High Quality

[1] Source: *The Pedestrian Environmental Quality Index (PEQI): An assessment of the physical condition of streets and intersections, Draft Methods Report - Fall 2008*, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section; PEQI Version 2.0, October 2012

[2] Source: PEQI Version 2.0 Survey Results Table, provided by Lindsey Realmuto, Health Program Planner, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section, July 2013

**TABLE M12
PEQI INTERSECTION ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
LOS ROBLES BOULEVARD AT CORDOVA STREET**

Domain	Indicator	Indicator Response Category	Weighted Indicator Response Category Score [2]
Intersection Safety	1 Crosswalks	All Ways	22
	2 High Visibility Crosswalks	None	0
	3 Intersection Lighting	4+ Streetlights	19
	4 Traffic Control Device	Traffic Signal	11
	5 Pedestrian Signal	All Ways	9
	6 Countdown in Signal	All Ways	17
	7 Wait Time	40 seconds or more	0
	8 Crossing Speed	more than 3.5 feet/second	0
	9 Pedestrian Refuge Island	None	0
	10 Curb Ramps	All Corners Ramped	11
	11 Traffic Calming Features (TCFs)	None	0
	12 Pedestrian Engineering Countermeasures	2 Countermeasures	7
Domain Score	Sum of Indicator Scores		96
Weight	Minimum Score		0
1.58	Maximum Score		158

LOS ROBLES BOULEVARD AT CORDOVA ST	
PEQI Score	61
PEQI Condition	High Quality

[1] Source: *The Pedestrian Environmental Quality Index (PEQI): An assessment of the physical condition of streets and intersections, Draft Methods Report - Fall 2008*, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section; PEQI Version 2.0, October 2012

[2] Source: PEQI Version 2.0 Survey Results Table, provided by Lindsey Realmuto, Health Program Planner, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section, July 2013

**TABLE M13
PEQI STREET SEGMENT ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
MARENGO AVENUE BETWEEN UNION STREET AND COLORADO BOULEVARD**

Domain	Indicator	Southbound (West Side of Street)		Northbound (East Side of Street)	
		Indicator Response Category	Weighted Indicator Response Category Score [2]	Indicator Response Category	Weighted Indicator Response Category Score [2]
Traffic Score Weight = 0.54	Number of Lanes	4+ Lanes	0	4+ Lanes	0
	Posted Speed Limit	25 MPH or none posted	4	25 MPH or none posted	4
	Traffic Volume	More than 12,000 vehicles/day	0	More than 12,000 vehicles/day	0
	Traffic Calming Features	None	0	None	0
	Total		4		4
Street Design Score Weight = 1.45	Width of Sidewalk	8-12 feet	20	8-12 feet	20
	Width of Throughway	4-6 feet	13	4-6 feet	13
	Large SW Obstructions	None	22	None	22
	Sidewalk Impediments	Minor	13	Minor	13
	Trees	Sporadically Lined	7	Sporadically Lined	7
	Driveway Cuts	1 to 5	7	1 to 5	7
	Presence of a Buffer	None	0	None	0
	Planters/Gardens	Yes	4	No	0
	Public Seating	No	0	No	0
Total		86		82	
Land Use Score Weight = 0.15	Public Art/Historic Sites	No	0	Yes	4
	Retail Use/Public Places	None	0	1 or 2	7
	Total		0	Total	11
Perceived Safety Score Weight = 0.34	Pedstrian Scale Lighting	None	0	None	0
	Illegal Graffiti	No	2	No	2
	Litter	No	11	No	11
	Empty Spaces	No	4	Yes	0
	Total		17	Total	13
Domain Score Weight Total = 2.48		Sum of Indicator Scores	107	Sum of Indicator Scores	110

Southbound (West Side of Street)		Northbound (East Side of Street)	
PEQI Score	43	PEQI Score	44
PEQI Condition	Average Quality	PEQI Condition	Average Quality

[1] Source: *The Pedestrian Environmental Quality Index (PEQI): An assessment of the physical condition of streets and intersections, Draft Methods Report - Fall 2008*, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section; PEQI Version 2.0, October 2012

[2] Source: PEQI Version 2.0 Survey Results Table, provided by Lindsey Realmuto, Health Program Planner, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section, July 2013

**TABLE M14
PEQI STREET SEGMENT ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
MARENGO AVENUE BETWEEN COLORADO BOULEVARD AND GREEN STREET**

Domain	Indicator	Southbound (West Side of Street)		Northbound (East Side of Street)	
		Indicator Response Category	Weighted Indicator Response Category Score [2]	Indicator Response Category	Weighted Indicator Response Category Score [2]
Traffic Score Weight = 0.54	Number of Lanes	4+ Lanes	0	4+ Lanes	0
	Posted Speed Limit	25 MPH or none posted	4	25 MPH or none posted	4
	Traffic Volume	More than 12,000 vehicles/day	0	More than 12,000 vehicles/day	0
	Traffic Calming Features	None	0	None	0
		Total	4	Total	4
Street Design Score Weight = 1.45	Width of Sidewalk	8-12 feet	20	8-12 feet	20
	Width of Throughway	4-6 feet	13	4-6 feet	13
	Large SW Obstructions	None	22	None	22
	Sidewalk Impediments	None	24	None	24
	Trees	Continuously Lined	9	Sporadically Lined	7
	Driveway Cuts	1 to 5	7	1 to 5	7
	Presence of a Buffer	None	0	None	0
	Planters/Gardens	Yes	4	Yes	4
	Public Seating	No	0	No	0
		Total	99	Total	97
Land Use Score Weight = 0.15	Public Art/Historic Sites	No	0	Yes	4
	Retail Use/Public Places	None	0	1 or 2	7
		Total	0	Total	11
Perceived Safety Score Weight = 0.34	Pedstrian Scale Lighting	None	0	None	0
	Illegal Graffiti	No	2	No	2
	Litter	No	11	No	11
	Empty Spaces	No	4	Yes	0
		Total	17	Total	13
Domain Score Weight Total = 2.48		Sum of Indicator Scores	120	Sum of Indicator Scores	125

Southbound (West Side of Street)		Northbound (East Side of Street)	
PEQI Score	48	PEQI Score	50
PEQI Condition	Average Quality	PEQI Condition	Average Quality

[1] Source: *The Pedestrian Environmental Quality Index (PEQI): An assessment of the physical condition of streets and intersections, Draft Methods Report - Fall 2008*, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section; PEQI Version 2.0, October 2012

[2] Source: PEQI Version 2.0 Survey Results Table, provided by Lindsey Realmuto, Health Program Planner, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section, July 2013

**TABLE M15
PEQI STREET SEGMENT ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
MARENGO AVENUE BETWEEN GREEN STREET AND CORDOVA STREET**

Domain	Indicator	Southbound (West Side of Street)		Northbound (East Side of Street)	
		Indicator Response Category	Weighted Indicator Response Category Score [2]	Indicator Response Category	Weighted Indicator Response Category Score [2]
Traffic Score Weight = 0.54	Number of Lanes	4+ Lanes	0	4+ Lanes	0
	Posted Speed Limit	25 MPH or none posted	4	25 MPH or none posted	4
	Traffic Volume	More than 12,000 vehicles/day	0	More than 12,000 vehicles/day	0
	Traffic Calming Features	None	0	None	0
	Total		4	Total	4
Street Design Score Weight = 1.45	Width of Sidewalk	8-12 feet	20	8-12 feet	20
	Width of Throughway	4-6 feet	13	4-6 feet	13
	Large SW Obstructions	None	22	None	22
	Sidewalk Impediments	Minor	13	None	24
	Trees	Continuously Lined	9	Sporadically Lined	7
	Driveway Cuts	1 to 5	7	More than 5	0
	Presence of a Buffer	Parallel Parking	11	None	0
	Planters/Gardens	Yes	4	Yes	4
	Public Seating	No	0	No	0
	Total		99	Total	90
Land Use Score Weight = 0.15	Public Art/Historic Sites	No	0	No	0
	Retail Use/Public Places	None	0	1 or 2	7
	Total		0	Total	7
Perceived Safety Score Weight = 0.34	Pedstrian Scale Lighting	Continuous	17	Continuous	17
	Illegal Graffiti	No	2	No	2
	Litter	No	11	No	11
	Empty Spaces	No	4	No	4
	Total		34	Total	34
Domain Score Weight Total = 2.48		Sum of Indicator Scores	137	Sum of Indicator Scores	135

Southbound (West Side of Street)		Northbound (East Side of Street)	
PEQI Score	55	PEQI Score	54
PEQI Condition	Average Quality	PEQI Condition	Average Quality

[1] Source: *The Pedestrian Environmental Quality Index (PEQI): An assessment of the physical condition of streets and intersections, Draft Methods Report - Fall 2008*, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section; PEQI Version 2.0, October 2012

[2] Source: PEQI Version 2.0 Survey Results Table, provided by Lindsey Realmuto, Health Program Planner, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section, July 2013

**TABLE M16
PEQI STREET SEGMENT ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
LOS ROBLES AVENUE BETWEEN UNION STREET AND COLORADO BOULEVARD**

Domain	Indicator	Southbound (West Side of Street)		Northbound (East Side of Street)	
		Indicator Response Category	Weighted Indicator Response Category Score [2]	Indicator Response Category	Weighted Indicator Response Category Score [2]
Traffic Score Weight = 0.54	Number of Lanes	4+ Lanes	0	4+ Lanes	0
	Posted Speed Limit	Over 25 MPH	0	Over 25 MPH	0
	Traffic Volume	More than 12,000 vehicles/day	0	More than 12,000 vehicles/day	0
	Traffic Calming Features	None	0	None	0
	Total		0	Total	0
Street Design Score Weight = 1.45	Width of Sidewalk	8-12 feet	20	8-12 feet	20
	Width of Throughway	6-8 feet	17	4-6 feet	13
	Large SW Obstructions	None	22	None	22
	Sidewalk Impediments	None	24	Minor	13
	Trees	Continuously Lined	9	Continuously Lined	9
	Driveway Cuts	None	15	1 to 5	7
	Presence of a Buffer	Parallel Parking	11	Parallel Parking	11
	Planters/Gardens	Yes	4	No	0
	Public Seating	Yes	4	Yes	4
	Total		126	Total	99
Land Use Score Weight = 0.15	Public Art/Historic Sites	No	0	Yes	4
	Retail Use/Public Places	None	0	3 or more	11
	Total		0	Total	15
Perceived Safety Score Weight = 0.34	Pedestrian Scale Lighting	Sporadic	9	None	0
	Illegal Graffiti	No	2	No	2
	Litter	No	11	No	11
	Empty Spaces	No	4	Yes	0
	Total		26	Total	13
Domain Score Weight Total = 2.48		Sum of Indicator Scores	152	Sum of Indicator Scores	127

Southbound (West Side of Street)		Northbound (East Side of Street)	
PEQI Score	61	PEQI Score	51
PEQI Condition	High Quality	PEQI Condition	Average Quality

[1] Source: *The Pedestrian Environmental Quality Index (PEQI): An assessment of the physical condition of streets and intersections, Draft Methods Report - Fall 2008*, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section; PEQI Version 2.0, October 2012

[2] Source: PEQI Version 2.0 Survey Results Table, provided by Lindsey Realmuto, Health Program Planner, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section, July 2013

**TABLE M17
PEQI STREET SEGMENT ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
LOS ROBLES AVENUE BETWEEN COLORADO BOULEVARD AND GREEN STREET**

Domain	Indicator	Southbound (West Side of Street)		Northbound (East Side of Street)	
		Indicator Response Category	Weighted Indicator Response Category Score [2]	Indicator Response Category	Weighted Indicator Response Category Score [2]
Traffic Score Weight = 0.54	Number of Lanes	4+ Lanes	0	4+ Lanes	0
	Posted Speed Limit	Over 25 MPH	0	Over 25 MPH	0
	Traffic Volume	More than 12,000 vehicles/day	0	More than 12,000 vehicles/day	0
	Traffic Calming Features	None	0	None	0
	Total		0	Total	0
Street Design Score Weight = 1.45	Width of Sidewalk	8-12 feet	20	8-12 feet	20
	Width of Throughway	6-8 feet	17	4-6 feet	13
	Large SW Obstructions	None	22	None	22
	Sidewalk Impediments	None	24	Significant	4
	Trees	Sporadically Lined	7	Continuously Lined	9
	Driveway Cuts	None	15	1 to 5	7
	Presence of a Buffer	None	0	None	0
	Planters/Gardens	Yes	4	Yes	4
	Public Seating	Yes	4	Yes	4
	Total		113	Total	83
Land Use Score Weight = 0.15	Public Art/Historic Sites	No	0	No	0
	Retail Use/Public Places	None	0	1 or 2	7
	Total		0	Total	7
Perceived Safety Score Weight = 0.34	Pedstrian Scale Lighting	None	0	None	0
	Illegal Graffiti	No	2	No	2
	Litter	No	11	No	11
	Empty Spaces	No	4	Yes	0
	Total		17	Total	13
Domain Score Weight Total = 2.48		Sum of Indicator Scores	130	Sum of Indicator Scores	103

Southbound (West Side of Street)		Northbound (East Side of Street)	
PEQI Score	52	PEQI Score	42
PEQI Condition	Average Quality	PEQI Condition	Average Quality

[1] Source: *The Pedestrian Environmental Quality Index (PEQI): An assessment of the physical condition of streets and intersections, Draft Methods Report - Fall 2008*, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section; PEQI Version 2.0, October 2012

[2] Source: PEQI Version 2.0 Survey Results Table, provided by Lindsey Realmuto, Health Program Planner, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section, July 2013

**TABLE M18
PEQI STREET SEGMENT ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
LOS ROBLES AVENUE BETWEEN GREEN STREET AND CORDOVA STREET**

Domain	Indicator	Southbound (West Side of Street)		Northbound (East Side of Street)	
		Indicator Response Category	Weighted Indicator Response Category Score [2]	Indicator Response Category	Weighted Indicator Response Category Score [2]
Traffic Score Weight = 0.54	Number of Lanes	4+ Lanes	0	4+ Lanes	0
	Posted Speed Limit	Over 25 MPH	0	Over 25 MPH	0
	Traffic Volume	More than 12,000 vehicles/day	0	More than 12,000 vehicles/day	0
	Traffic Calming Features	None	0	None	0
	Total		0		0
Street Design Score Weight = 1.45	Width of Sidewalk	8-12 feet	20	8-12 feet	20
	Width of Throughway	6-8 feet	17	4-6 feet	13
	Large SW Obstructions	Temporary Only	11	None	22
	Sidewalk Impediments	Minor	13	None	24
	Trees	Sporadically Lined	7	Continuously Lined	9
	Driveway Cuts	More than 5	0	More than 5	0
	Presence of a Buffer	Non-Peak Parallel Parking	9	None	0
	Planters/Gardens	Yes	4	Yes	4
	Public Seating	Yes	4	Yes	4
Total		85		96	
Land Use Score Weight = 0.15	Public Art/Historic Sites	Yes	4	No	0
	Retail Use/Public Places	None	0	None	0
	Total		4		0
Perceived Safety Score Weight = 0.34	Pedstrian Scale Lighting	Sporadic	9	None	0
	Illegal Graffiti	No	2	No	2
	Litter	No	11	No	11
	Empty Spaces	No	4	No	4
	Total		26		17
Domain Score Weight Total = 2.48		Sum of Indicator Scores	115	Sum of Indicator Scores	113

Southbound (West Side of Street)		Northbound (East Side of Street)	
PEQI Score	46	PEQI Score	46
PEQI Condition	Average Quality	PEQI Condition	Average Quality

[1] Source: *The Pedestrian Environmental Quality Index (PEQI): An assessment of the physical condition of streets and intersections, Draft Methods Report - Fall 2008*, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section; PEQI Version 2.0, October 2012

[2] Source: PEQI Version 2.0 Survey Results Table, provided by Lindsey Realmuto, Health Program Planner, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section, July 2013

**TABLE M19
PEQI STREET SEGMENT ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
COLORADO BOULEVARD BETWEEN MARENGO AVENUE AND GARFIELD AVENUE**

Domain	Indicator	Westbound (North Side of Street)		Eastbound (South Side of Street)	
		Indicator Response Category	Weighted Indicator Response Category Score [2]	Indicator Response Category	Weighted Indicator Response Category Score [2]
Traffic Score Weight = 0.54	Number of Lanes	4+ Lanes	0	4+ Lanes	0
	Posted Speed Limit	25 MPH or none posted	4	25 MPH or none posted	4
	Traffic Volume	More than 12,000 vehicles/day	0	More than 12,000 vehicles/day	0
	Traffic Calming Features	None	0	None	0
	Total		4	4	4
Street Design Score Weight = 1.45	Width of Sidewalk	12 feet or more	22	12 feet or more	22
	Width of Throughway	8 feet or more	22	8 feet or more	22
	Large SW Obstructions	None	22	None	22
	Sidewalk Impediments	None	24	None	24
	Trees	Continuously Lined	9	Sporadically Lined	7
	Driveway Cuts	1 to 5	7	1 to 5	7
	Presence of a Buffer	Parallel Parking	11	Parallel Parking	11
	Planters/Gardens	Yes	4	Yes	4
	Public Seating	Yes	4	No	0
Total		125	119	119	
Land Use Score Weight = 0.15	Public Art/Historic Sites	Yes	4	Yes	4
	Retail Use/Public Places	3 or more	11	3 or more	11
	Total		15	15	15
Perceived Safety Score Weight = 0.34	Pedestrian Scale Lighting	Continuous	17	Continuous	17
	Illegal Graffiti	No	2	No	2
	Litter	No	11	No	11
	Empty Spaces	No	4	No	4
	Total		34	34	34
Domain Score Weight Total = 2.48		Sum of Indicator Scores	178	Sum of Indicator Scores	172

Westbound (North Side of Street)		Eastbound (South Side of Street)	
PEQI Score	72	PEQI Score	69
PEQI Condition	High Quality	PEQI Condition	High Quality

[1] Source: *The Pedestrian Environmental Quality Index (PEQI): An assessment of the physical condition of streets and intersections, Draft Methods Report - Fall 2008*, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section; PEQI Version 2.0, October 2012

[2] Source: PEQI Version 2.0 Survey Results Table, provided by Lindsey Realmuto, Health Program Planner, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section, July 2013

**TABLE M20
PEQI STREET SEGMENT ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
COLORADO BOULEVARD BETWEEN GARFIELD AVENUE AND EUCLID AVENUE**

Domain	Indicator	Westbound (North Side of Street)		Eastbound (South Side of Street)	
		Indicator Response Category	Weighted Indicator Response Category Score [2]	Indicator Response Category	Weighted Indicator Response Category Score [2]
Traffic Score Weight = 0.54	Number of Lanes	4+ Lanes	0	4+ Lanes	0
	Posted Speed Limit	25 MPH or none posted	4	25 MPH or none posted	4
	Traffic Volume	More than 12,000 vehicles/day	0	More than 12,000 vehicles/day	0
	Traffic Calming Features	None	0	None	0
	Total		4	4	
Street Design Score Weight = 1.45	Width of Sidewalk	12 feet or more	22	12 feet or more	22
	Width of Throughway	8 feet or more	22	8 feet or more	22
	Large SW Obstructions	None	22	None	22
	Sidewalk Impediments	None	24	None	24
	Trees	Sporadically Lined	7	Continuously Lined	9
	Driveway Cuts	None	15	None	15
	Presence of a Buffer	Parallel Parking	11	Parallel Parking	11
	Planters/Gardens	Yes	4	Yes	4
	Public Seating	No	0	Yes	4
Total		127	133		
Land Use Score Weight = 0.15	Public Art/Historic Sites	Yes	4	No	0
	Retail Use/Public Places	3 or more	11	3 or more	11
	Total		15	11	
Perceived Safety Score Weight = 0.34	Pedestrian Scale Lighting	Continuous	17	Continuous	17
	Illegal Graffiti	No	2	No	2
	Litter	No	11	No	11
	Empty Spaces	No	4	No	4
	Total		34	34	
Domain Score Weight Total = 2.48		Sum of Indicator Scores	180	Sum of Indicator Scores	182

Westbound (North Side of Street)		Eastbound (South Side of Street)	
PEQI Score	73	PEQI Score	73
PEQI Condition	High Quality	PEQI Condition	High Quality

[1] Source: *The Pedestrian Environmental Quality Index (PEQI): An assessment of the physical condition of streets and intersections, Draft Methods Report - Fall 2008*, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section; PEQI Version 2.0, October 2012

[2] Source: PEQI Version 2.0 Survey Results Table, provided by Lindsey Realmuto, Health Program Planner, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section, July 2013

**TABLE M21
PEQI STREET SEGMENT ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
COLORADO BOULEVARD BETWEEN EUCLID AVENUE AND LOS ROBLES AVENUE**

Domain	Indicator	Westbound (North Side of Street)		Eastbound (South Side of Street)	
		Indicator Response Category	Weighted Indicator Response Category Score [2]	Indicator Response Category	Weighted Indicator Response Category Score [2]
Traffic Score Weight = 0.54	Number of Lanes	4+ Lanes	0	4+ Lanes	0
	Posted Speed Limit	25 MPH or none posted	4	25 MPH or none posted	4
	Traffic Volume	More than 12,000 vehicles/day	0	More than 12,000 vehicles/day	0
	Traffic Calming Features	None	0	None	0
	Total		4	4	4
Street Design Score Weight = 1.45	Width of Sidewalk	12 feet or more	22	12 feet or more	22
	Width of Throughway	8 feet or more	22	8 feet or more	22
	Large SW Obstructions	None	22	None	22
	Sidewalk Impediments	None	24	None	24
	Trees	Continuously Lined	9	Continuously Lined	9
	Driveway Cuts	None	15	None	15
	Presence of a Buffer	Parallel Parking	11	Parallel Parking	11
	Planters/Gardens	Yes	4	Yes	4
	Public Seating	Yes	4	No	0
Total		133	129	129	
Land Use Score Weight = 0.15	Public Art/Historic Sites	No	0	No	0
	Retail Use/Public Places	1 or 2	7	3 or more	11
	Total		7	11	11
Perceived Safety Score Weight = 0.34	Pedestrian Scale Lighting	Continuous	17	Continuous	17
	Illegal Graffiti	No	2	No	2
	Litter	No	11	No	11
	Empty Spaces	No	4	No	4
	Total		34	34	34
Domain Score Weight Total = 2.48		Sum of Indicator Scores	178	Sum of Indicator Scores	178

Westbound (North Side of Street)		Eastbound (South Side of Street)	
PEQI Score	72	PEQI Score	72
PEQI Condition	High Quality	PEQI Condition	High Quality

[1] Source: *The Pedestrian Environmental Quality Index (PEQI): An assessment of the physical condition of streets and intersections, Draft Methods Report - Fall 2008*, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section; PEQI Version 2.0, October 2012

[2] Source: PEQI Version 2.0 Survey Results Table, provided by Lindsey Realmuto, Health Program Planner, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section, July 2013

**TABLE M22
PEQI STREET SEGMENT ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
GREEN STREET BETWEEN MARENGO AVENUE AND PASEO COLORADO DRIVEWAY**

Domain	Indicator	Eastbound (North Side of Street)		Eastbound (South Side of Street)	
		Indicator Response Category	Weighted Indicator Response Category Score [2]	Indicator Response Category	Weighted Indicator Response Category Score [2]
Traffic Score Weight = 0.54	Number of Lanes	4+ Lanes	0	4+ Lanes	0
	Posted Speed Limit	Over 25 MPH	0	Over 25 MPH	0
	Traffic Volume	6,001 - 12,000 vehicles/day	4	6,001 - 12,000 vehicles/day	4
	Traffic Calming Features	None	0	None	0
	Total		4	4	
Street Design Score Weight = 1.45	Width of Sidewalk	8-12 feet	20	12 feet or more	22
	Width of Throughway	4-6 feet	13	8 feet or more	22
	Large SW Obstructions	None	22	Temporary Only	11
	Sidewalk Impediments	Minor	13	None	24
	Trees	Sporadically Lined	7	Continuously Lined	9
	Driveway Cuts	1 to 5	7	None	15
	Presence of a Buffer	Parallel Parking	11	None	0
	Planters/Gardens	Yes	4	No	0
	Public Seating	No	0	No	0
Total		97	103		
Land Use Score Weight = 0.15	Public Art/Historic Sites	No	0	Yes	4
	Retail Use/Public Places	3 or more	11	1 or 2	7
	Total		11	11	
Perceived Safety Score Weight = 0.34	Pedestrian Scale Lighting	Sporadic	9	Sporadic	9
	Illegal Graffiti	No	2	No	2
	Litter	No	11	No	11
	Empty Spaces	Yes	0	No	4
	Total		22	26	
Domain Score Weight Total = 2.48		Sum of Indicator Scores	134	Sum of Indicator Scores	144

Eastbound (North Side of Street)		Eastbound (South Side of Street)	
PEQI Score	54	PEQI Score	58
PEQI Condition	Average Quality	PEQI Condition	Average Quality

[1] Source: *The Pedestrian Environmental Quality Index (PEQI): An assessment of the physical condition of streets and intersections, Draft Methods Report - Fall 2008*, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section; PEQI Version 2.0, October 2012

[2] Source: PEQI Version 2.0 Survey Results Table, provided by Lindsey Realmuto, Health Program Planner, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section, July 2013

**TABLE M23
PEQI STREET SEGMENT ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
GREEN STREET BETWEEN PASEO COLORADO DRIVEWAY AND EUCLID AVENUE**

Domain	Indicator	Eastbound (North Side of Street)		Eastbound (South Side of Street)	
		Indicator Response Category	Weighted Indicator Response Category Score [2]	Indicator Response Category	Weighted Indicator Response Category Score [2]
Traffic Score Weight = 0.54	Number of Lanes	4+ Lanes	0	4+ Lanes	0
	Posted Speed Limit	Over 25 MPH	0	Over 25 MPH	0
	Traffic Volume	6,001 - 12,000 vehicles/day	4	6,001 - 12,000 vehicles/day	4
	Traffic Calming Features	None	0	None	0
	Total		4	Total	4
Street Design Score Weight = 1.45	Width of Sidewalk	8-12 feet	20	12 feet or more	22
	Width of Throughway	4-6 feet	13	8 feet or more	22
	Large SW Obstructions	None	22	None	22
	Sidewalk Impediments	None	24	None	24
	Trees	Sporadically Lined	7	Continuously Lined	9
	Driveway Cuts	1 to 5	7	None	15
	Presence of a Buffer	None	0	None	0
	Planters/Gardens	No	0	No	0
	Public Seating	No	0	No	0
	Total		93	Total	114
Land Use Score Weight = 0.15	Public Art/Historic Sites	No	0	Yes	4
	Retail Use/Public Places	None	0	None	0
	Total		0	Total	4
Perceived Safety Score Weight = 0.34	Pedestrian Scale Lighting	Continuous	17	Continuous	17
	Illegal Graffiti	No	2	No	2
	Litter	No	11	No	11
	Empty Spaces	No	4	No	4
	Total		34	Total	34
Domain Score Weight Total = 2.48		Sum of Indicator Scores	131	Sum of Indicator Scores	156

Eastbound (North Side of Street)		Eastbound (South Side of Street)	
PEQI Score	53	PEQI Score	63
PEQI Condition	Average Quality	PEQI Condition	High Quality

[1] Source: *The Pedestrian Environmental Quality Index (PEQI): An assessment of the physical condition of streets and intersections, Draft Methods Report - Fall 2008*, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section; PEQI Version 2.0, October 2012

[2] Source: PEQI Version 2.0 Survey Results Table, provided by Lindsey Realmuto, Health Program Planner, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section, July 2013

**TABLE M24
PEQI STREET SEGMENT ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
GREEN STREET BETWEEN EUCLID AVENUE AND LOS ROBLES AVENUE**

Domain	Indicator	Eastbound (North Side of Street)		Eastbound (South Side of Street)	
		Indicator Response Category	Weighted Indicator Response Category Score [2]	Indicator Response Category	Weighted Indicator Response Category Score [2]
Traffic Score Weight = 0.54	Number of Lanes	3 Lanes	4	3 Lanes	4
	Posted Speed Limit	Over 25 MPH	0	Over 25 MPH	0
	Traffic Volume	6,001 - 12,000 vehicles/day	4	6,001 - 12,000 vehicles/day	4
	Traffic Calming Features	None	0	None	0
		Total	8	Total	8
Street Design Score Weight = 1.45	Width of Sidewalk	8-12 feet	20	8-12 feet	20
	Width of Throughway	4-6 feet	13	4-6 feet	13
	Large SW Obstructions	None	22	None	22
	Sidewalk Impediments	Minor	13	Minor	13
	Trees	Sporadically Lined	7	Sporadically Lined	7
	Driveway Cuts	1 to 5	7	1 to 5	7
	Presence of a Buffer	Parallel Parking	11	None	0
	Planters/Gardens	Yes	4	Yes	4
	Public Seating	No	0	No	0
		Total	97	Total	86
Land Use Score Weight = 0.15	Public Art/Historic Sites	No	0	No	0
	Retail Use/Public Places	None	0	None	0
		Total	0	Total	0
Perceived Safety Score Weight = 0.34	Pedestrian Scale Lighting	Sporadic	9	None	0
	Illegal Graffiti	No	2	No	2
	Litter	No	11	No	11
	Empty Spaces	Yes	0	No	4
		Total	22	Total	17
Domain Score Weight Total = 2.48		Sum of Indicator Scores	127	Sum of Indicator Scores	111

Eastbound (North Side of Street)		Eastbound (South Side of Street)	
PEQI Score	51	PEQI Score	45
PEQI Condition	Average Quality	PEQI Condition	Average Quality

[1] Source: *The Pedestrian Environmental Quality Index (PEQI): An assessment of the physical condition of streets and intersections, Draft Methods Report - Fall 2008*, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section; PEQI Version 2.0, October 2012

[2] Source: PEQI Version 2.0 Survey Results Table, provided by Lindsey Realmuto, Health Program Planner, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section, July 2013

APPENDIX N

Bicycle Environmental Quality Index (BEQI) Analysis Data Worksheets

APPENDIX N
THE BICYCLE ENVIRONMENTAL QUALITY INDEX (BEQI):
INDICATOR, DOMAIN, AND OVERALL STREET SEGMENT SCORE VALUES BASED ON EXPERT SURVEY FINDINGS (n=88)

Intersection or Street Segment Assessment	Domain (Domain Score Weight ^a)	Indicator	Indicator Score	Indicator Response Category	Indicator Response Category Score	Indicator Response Category Score, Weighted ^b
Intersections	Intersection Safety (0.42)					
		Left Turn Bicycle Lane	3.00	4 Directions 3 Directions 2 Directions 1 Direction 0	9.09 3.64	27 23 19 15 11
		Dashed Intersection Bicycle Lane	3.00	4 Directions 3 Directions 2 Directions 1 Direction 0	8.64 4.55	26 23 20 17 14
		No Turn on Red Sign(s)		4 Directions 3 Directions 2 Directions 1 Direction 0		27 23 20 16 13
Street Segment	Street Design (2.05)					
		Presence of a Marked Area for Bicycle Traffic	4.00	Bike Lane w/ Parking Adjacent to Right Bike Lane w/Sidewalk Adjacent to Right (w/o Parking) Bike Lane w/ HOV or Public Transit Adjacent to Right Bike Lane w/ Traffic Lane Adjacent to Right Shared Traffic Lane w/ Sharrow (or Painted Bicycle Marking On Pavement Combined Bike Lane/Parking Bike Path None	5.91 9.09 4.09 2.73 5.45 1.82 9.09 0.91	24 36 16 11 22 7 36 4
		Width of Bike Lane	4.00	< 5 ft 5 - 6 ft > 6 ft None	5.00 7.27 9.09	20 29 36 0
		Bicycle Lane Markings	4.00	One Stripe Left of Bike Lane Stripes on Both Sides of Bike Lane None	6.36 9.09 0.91	25 36 4
		Connectivity of Bicycle Lanes	4.00	Yes No	9.09 3.18	36 13
		Pavement Type/Condition	4.00	Smooth Surface Mild Obstructions (e.g. cracks) Medium Obstruction (e.g. raised cracks or pavement) Large Obstructions (e.g. Potholes or Bumps)	10.00 6.36 2.50 0.91	40 25 10 4
		Street Slope	3.00	<5% 5% - 10% 10% - 15% > 15%	9.09 8.18 5.45 3.64	27 25 16 11
		Driveway Cuts	3.00	More Than Five Few (Less Than Five) None	3.64 5.45 9.09	11 16 27
		Presence of Trees	4.00	Continuously Lined Sporadically Lined None	7.27 5.45 3.64	29 22 15
Street Segment	Vehicle Traffic (1.39)					
		Posted Speed Limit	4.00	10* 15 20 25 30 35* 40 45 50 55 >55	8.2 7.3 4.5 1.8	33 33 29 29 29 18 18 7 7 7 7
		Traffic Volume - Average Number of Vehicles Per Day	3.00	Less Than 1,000 1,000 - 5,000 5,000 - 10,000 10,000 +	9.1 6.4 4.5 2.7	27 19 14 8
		Percentage of Heavy Vehicles	4.00	Less Than 5% 5-10% 10-20% Greater than 20%	9.1 5.5 3.6 1.8	36 22 15 7
		Parallel Parking Adjacent to Bicycle Lane/Route	3.00	Parallel Parking (PP) < 7ft Parallel Parking (PP) 7ft - 9ft Parallel Parking (PP) > 9ft Time-restricted Parallel Parking (PP) < 7ft Time-restricted Parallel Parking (PP) 7ft - 9ft Time-restricted Parallel Parking (PP) > 9ft None	3.6 9.1	11 14 16 19 22 25 27
		Traffic Calming Features Streets	4.00	0 TCF 1-2 TCFs 3-4 TCFs 5 or More TCFs	2.7 5.9 7.3 8.6	11 24 29 35
		Number of Lanes	4.00	4+ 3 2 1 No Lanes	3.6 5.5 7.7 9.1 10.0	15 22 31 36 40
Street Segment	Safety (0.42)					
		Presence of Bicycle Lane Signs	4.00	Yes No	9.09 3.64	36 15
		Bicycle/Pedestrian Scale Lighting	4.00	Yes - Public Yes - Private Yes - Public and Private No	9.09 6.50 9.00 3.64	36 26 36 15
Street Segment	Land Use (0.66)					
		Bicycle Parking	4.50	Yes No	9.09 2.73	41 12
		Retail Use	3.00	3 or More 1-2 0	7.27 5.45 4.55	22 16 14
		Line of Site	4.00	Line of Sight Obstructed or Compromised Adequate Sight Distance Clear Line of Sight	1.82 6.36 9.09	7 25 36
Street Segment	Overall (4.52)^c					

a The Domain Score Weight is used to obtain Domain Scores for each of the 5 BEQI Domains. The Domain Score is calculated by adding together all the Weighted Indicator Category Scores in the Domain, and then multiplying the Domain Score Weight for a maximum Domain Score of 100 in each Domain.
b Indicator Category scores are weighted by the Indicator Scores by multiplying the two values.
c Combines the four *Street Segment* Domains to create an overall *Street Segment* BEQI Score.

**TABLE N1
BEQI INTERSECTION ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
MARENGO AVENUE AT UNION STREET**

Domain	Indicator	Indicator Score	Indicator Response Category	Indicator Response Category Score	Weighted Indicator Response Category Score
Intersection Safety	Left-Turn Bicycle Lanes	3.00	None	3.64	11
	Dashed Intersection Bicycle Lane	3.00	None	4.55	14
	No Turn on Red Signs [2]		3 Directions		23
Domain Score	Sum of Indicator Scores				48
Weight	Minimum Score				38
0.42	Maximum Score				80

MARENGO AVENUE AT UNION STREET	
BEQI Score	24
BEQI Condition	Low Quality

[1] Source: *Bicycle Environmental Quality Index (BEQI), Draft Report 2009*, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section

[2] Union Street is a one-way westbound street. Therefore, there are no right-turns occurring in the northbound and eastbound directions.

**TABLE N2
BEQI INTERSECTION ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
MARENGO AVENUE AT COLORADO BOULEVARD**

Domain	Indicator	Indicator Score	Indicator Response Category	Indicator Response Category Score	Weighted Indicator Response Category Score
Intersection Safety	Left-Turn Bicycle Lanes	3.00	None	3.64	11
	Dashed Intersection Bicycle Lane	3.00	None	4.55	14
	No Turn on Red Signs		None		13
Domain Score Weight 0.42	Sum of Indicator Scores				38
	Minimum Score				38
	Maximum Score				80

MARENGO AVENUE AT COLORADO BOULEVARD	
BEQI Score	0
BEQI Condition	Poor

[1] Source: *Bicycle Environmental Quality Index (BEQI), Draft Report 2009*, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section

**TABLE N3
BEQI INTERSECTION ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
MARENGO AVENUE AT GREEN STREET**

Domain	Indicator	Indicator Score	Indicator Response Category	Indicator Response Category Score	Weighted Indicator Response Category Score
Intersection Safety	Left-Turn Bicycle Lanes	3.00	None	3.64	11
	Dashed Intersection Bicycle Lane	3.00	None	4.55	14
	No Turn on Red Signs [2]		2 Directions		20
Domain Score	Sum of Indicator Scores				45
Weight	Minimum Score				38
0.42	Maximum Score				80

MARENGO AVENUE AT GREEN STREET	
BEQI Score	17
BEQI Condition	Poor

[1] Source: *Bicycle Environmental Quality Index (BEQI), Draft Report 2009*, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section

[2] Green Street is a one-way eastbound street. Therefore, there are no right-turns occurring in the southbound and westbound directions.

**TABLE N4
BEQI INTERSECTION ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
MARENGO AVENUE AT CORDOVA STREET**

Domain	Indicator	Indicator Score	Indicator Response Category	Indicator Response Category Score	Weighted Indicator Response Category Score
Intersection Safety	Left-Turn Bicycle Lanes	3.00	None	3.64	11
	Dashed Intersection Bicycle Lane	3.00	None	4.55	14
	No Turn on Red Signs		None		13
Domain Score	Sum of Indicator Scores				38
Weight	Minimum Score				38
0.42	Maximum Score				80

MARENGO AVENUE AT CORDOVA STREET	
BEQI Score	0
BEQI Condition	Poor

[1] Source: *Bicycle Environmental Quality Index (BEQI), Draft Report 2009*, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section

**TABLE N5
BEQI INTERSECTION ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
GARFIELD AVENUE AT COLORADO BOULEVARD**

Domain	Indicator	Indicator Score	Indicator Response Category	Indicator Response Category Score	Weighted Indicator Response Category Score
Intersection Safety	Left-Turn Bicycle Lanes	3.00	None	3.64	11
	Dashed Intersection Bicycle Lane	3.00	None	4.55	14
	No Turn on Red Signs [2]		2 Directions		20
Domain Score	Sum of Indicator Scores				45
Weight	Minimum Score				38
0.42	Maximum Score				80

GARFIELD AVENUE AT COLORADO BOULEVARD	
BEQI Score	17
BEQI Condition	Poor

[1] Source: *Bicycle Environmental Quality Index (BEQI), Draft Report 2009*, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section

[2] This is a 'T'-intersection. Therefore, there are no right-turns occurring in the northbound and eastbound directions.

**TABLE N6
BEQI INTERSECTION ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
PASEO COLORADO DRIVEWAY AT GREEN STREET**

Domain	Indicator	Indicator Score	Indicator Response Category	Indicator Response Category Score	Weighted Indicator Response Category Score
Intersection Safety	Left-Turn Bicycle Lanes	3.00	None	3.64	11
	Dashed Intersection Bicycle Lane	3.00	None	4.55	14
	No Turn on Red Signs [2]		4 Directions		27
Domain Score	Sum of Indicator Scores				52
Weight	Minimum Score				38
0.42	Maximum Score				80

PASEO COLORADO DRIVEWAY AT GREEN STREET	
BEQI Score	33
BEQI Condition	Low Quality

[1] Source: *Bicycle Environmental Quality Index (BEQI), Draft Report 2009*, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section

[2] Green Street is a one-way eastbound street and this is a 'T'-intersection. Therefore, there are no right-turns occurring at all approaches of the intersection.

**TABLE N7
BEQI INTERSECTION ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
EUCLID AVENUE AT COLORADO BOULEVARD**

Domain	Indicator	Indicator Score	Indicator Response Category	Indicator Response Category Score	Weighted Indicator Response Category Score
Intersection Safety	Left-Turn Bicycle Lanes	3.00	None	3.64	11
	Dashed Intersection Bicycle Lane	3.00	None	4.55	14
	No Turn on Red Signs		None		13
Domain Score	Sum of Indicator Scores				38
Weight	Minimum Score				38
0.42	Maximum Score				80

EUCLID AVENUE AT COLORADO BOULEVARD	
BEQI Score	0
BEQI Condition	Poor

[1] Source: *Bicycle Environmental Quality Index (BEQI), Draft Report 2009*, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section

**TABLE N8
BEQI INTERSECTION ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
EUCLID AVENUE AT GREEN STREET**

Domain	Indicator	Indicator Score	Indicator Response Category	Indicator Response Category Score	Weighted Indicator Response Category Score
Intersection Safety	Left-Turn Bicycle Lanes	3.00	None	3.64	11
	Dashed Intersection Bicycle Lane	3.00	None	4.55	14
	No Turn on Red Signs [2]		2 Directions		20
Domain Score	Sum of Indicator Scores				45
Weight	Minimum Score				38
0.42	Maximum Score				80

EUCLID AVENUE AT GREEN STREET	
BEQI Score	17
BEQI Condition	Poor

[1] Source: *Bicycle Environmental Quality Index (BEQI), Draft Report 2009*, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section

[2] Green Street is a one-way eastbound street. Therefore, there are no right-turns occurring in the southbound and westbound directions.

**TABLE N9
BEQI INTERSECTION ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
LOS ROBLES AVENUE AT UNION STREET**

Domain	Indicator	Indicator Score	Indicator Response Category	Indicator Response Category Score	Weighted Indicator Response Category Score
Intersection Safety	Left-Turn Bicycle Lanes	3.00	None	3.64	11
	Dashed Intersection Bicycle Lane	3.00	None	4.55	14
	No Turn on Red Signs [2]		2 Directions		20
Domain Score	Sum of Indicator Scores				45
Weight	Minimum Score				38
0.42	Maximum Score				80

LOS ROBLES AVENUE AT UNION STREET	
BEQI Score	17
BEQI Condition	Poor

[1] Source: *Bicycle Environmental Quality Index (BEQI), Draft Report 2009*, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section

[2] Union Street is a one-way westbound street. Therefore, there are no right-turns occurring in the northbound and eastbound directions.

**TABLE N10
BEQI INTERSECTION ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
LOS ROBLES AVENUE AT COLORADO BOULEVARD**

Domain	Indicator	Indicator Score	Indicator Response Category	Indicator Response Category Score	Weighted Indicator Response Category Score
Intersection Safety	Left-Turn Bicycle Lanes	3.00	None	3.64	11
	Dashed Intersection Bicycle Lane	3.00	None	4.55	14
	No Turn on Red Signs		None		13
Domain Score Weight 0.42	Sum of Indicator Scores				38
	Minimum Score				38
	Maximum Score				80

LOS ROBLES AVENUE AT COLORADO BOULEVARD	
BEQI Score	0
BEQI Condition	Poor

[1] Source: *Bicycle Environmental Quality Index (BEQI), Draft Report 2009*, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section

**TABLE N11
BEQI INTERSECTION ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
LOS ROBLES AVENUE AT GREEN STREET**

Domain	Indicator	Indicator Score	Indicator Response Category	Indicator Response Category Score	Weighted Indicator Response Category Score
Intersection Safety	Left-Turn Bicycle Lanes	3.00	None	3.64	11
	Dashed Intersection Bicycle Lane	3.00	None	4.55	14
	No Turn on Red Signs [2]		2 Directions		20
Domain Score Weight 0.42	Sum of Indicator Scores				45
	Minimum Score				38
	Maximum Score				80

LOS ROBLES AVENUE AT GREEN STREET	
BEQI Score	17
BEQI Condition	Poor

[1] Source: *Bicycle Environmental Quality Index (BEQI), Draft Report 2009*, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section

[2] Green Street is a one-way eastbound street. Therefore, there are no right-turns occurring in the southbound and westbound directions.

**TABLE N12
BEQI INTERSECTION ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
LOS ROBLES AVENUE AT CORDOVA STREET**

Domain	Indicator	Indicator Score	Indicator Response Category	Indicator Response Category Score	Weighted Indicator Response Category Score
Intersection Safety	Left-Turn Bicycle Lanes	3.00	None	3.64	11
	Dashed Intersection Bicycle Lane	3.00	None	4.55	14
	No Turn on Red Signs		None		13
Domain Score Weight 0.42	Sum of Indicator Scores				38
	Minimum Score				38
	Maximum Score				80

LOS ROBLES AVENUE AT CORDOVA STREET	
BEQI Score	0
BEQI Condition	Poor

[1] Source: *Bicycle Environmental Quality Index (BEQI), Draft Report 2009*, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section

**TABLE N13
BEQI STREET SEGMENT ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
MARENGO AVENUE BETWEEN UNION STREET AND COLORADO BOULEVARD**

Domain	Indicator	Indicator Score	Southbound (West Side)			Northbound (East Side)			
			Indicator Response Category	Indicator Response Category Score	Weighted Indicator Response Category Score	Indicator Response Category	Indicator Response Category Score	Weighted Indicator Response Category Score	
Vehicle Traffic	Posted Speed Limit	4.00	20-30 mph	7.30	29	20-30 mph	7.30	29	
	Traffic Volumes	3.00	More than 10,000	2.70	7	More than 10,000	2.70	7	
	Percentage of Heavy Vehicles	4.00	Less Than 5%	9.09	36	Less Than 5%	9.09	36	
	Parallel Parking Adjacent to Bicycle Lane/Route	3.00	None	9.09	27	None	9.09	27	
	Traffic Calming Features Streets	4.00	0 TCF	2.73	11	0 TCF	2.73	11	
	Number of Lanes	4.00	4+	1.80	4	4+	1.80	4	
			Total	114		Total	114		
Street Design	Presence of a Marked Area for Bicycle Traffic	4.00	None	0.91	4	None	0.91	4	
	Width of Bike Lane	4.00	None		0	None		0	
	Bicycle Lane Markings	4.00	None	0.91	4	None	0.91	4	
	Connectivity of Bicycle Lanes	4.00	No	3.18	13	No	3.18	13	
	Pavement Type/Condition	4.00	Mild Obstructions (e.g. cracks)	6.36	25	Mild Obstructions (e.g. cracks)	6.36	25	
	Street Slope	3.00	<5%	9.09	27	<5%	9.09	27	
	Driveway Cuts	3.00	Few (less than 5)	5.45	10	Few (less than 5)	5.45	10	
	Presence of Trees	4.00	Sporadically Lined	6.36	11	Sporadically Lined	6.36	11	
			Total	94		Total	94		
Perceived Safety	Presence of Bicycle Lane Sign	4.00	Yes	9.09	36	Yes	9.09	36	
	Bicycle/Pedestrian Scale Lighting	4.00	Yes - Public	9.09	36	Yes - Public	9.09	36	
				Total	72	Total	72		
Land Use	Bicycle Parking	4.50	No	2.73	12	No	2.73	12	
	Storefront/Retail Use	3.00	0	4.55	14	1-2	5.45	16	
	Line of Sight	4.00	Clear Line of Sight	9.09	36	Clear Line of Sight	9.09	36	
				Total	62	Total	64		
Sum of Indicator Scores					342	Sum of Indicator Scores			344
Domain Summary		Score Weight	Minimum Score	Maximum Score	Southbound (West Side)	Minimum Score	Maximum Score	Northbound (East Side)	
Vehicle Traffic		1.39	59	198	114	59	198	114	
Street Design		2.05	62	267	94	62	267	94	
Perceived Safety		0.42	30	72	72	30	72	72	
Land Use		0.66	33	99	62	33	99	64	
Total		4.52	184	636	342	184	636	344	
Southbound (West Side)					35	Northbound (East Side)			35
BEQI Score					35	BEQI Score			35
BEQI Condition					Low Quality	BEQI Condition			Low Quality

[1] Source: Bicycle Environmental Quality Index (BEQI), Draft Report 2009, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section

**TABLE N14
BEQI STREET SEGMENT ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
MARENGO AVENUE BETWEEN COLORADO BOULEVARD AND GREEN STREET**

Domain	Indicator	Indicator Score	Southbound (West Side)			Northbound (East Side)					
			Indicator Response Category	Indicator Response Category Score	Weighted Indicator Response Category Score	Indicator Response Category	Indicator Response Category Score	Weighted Indicator Response Category Score			
Vehicle Traffic	Posted Speed Limit	4.00	20-30 mph	7.30	29	20-30 mph	7.30	29			
	Traffic Volumes	3.00	More than 10,000	2.70	7	More than 10,000	2.70	7			
	Percentage of Heavy Vehicles	4.00	Less Than 5%	9.09	36	Less Than 5%	9.09	36			
	Parallel Parking Adjacent to Bicycle Lane/Route	3.00	None	9.09	27	None	9.09	27			
	Traffic Calming Features Streets	4.00	1-2 TCFs	5.91	24	1-2 TCFs	5.91	24			
	Number of Lanes	4.00	4+	1.80	4	4+	1.80	4			
			Total	127		Total	127				
Street Design	Presence of a Marked Area for Bicycle Traffic	4.00	None	0.91	4	None	0.91	4			
	Width of Bike Lane	4.00	None		0	None		0			
	Bicycle Lane Markings	4.00	None	0.91	4	None	0.91	4			
	Connectivity of Bicycle Lanes	4.00	No	3.18	13	No	3.18	13			
	Pavement Type/Condition	4.00	Mild Obstructions (e.g. cracks)	6.36	25	Mild Obstructions (e.g. cracks)	6.36	25			
	Street Slope	3.00	<5%	9.09	27	<5%	9.09	27			
	Driveway Cuts	3.00	Few (less than 5)	5.45	10	Few (less than 5)	5.45	10			
	Presence of Trees	4.00	Continuously Lined	9.09	16	Sporadically Lined	6.36	11			
			Total	99		Total	94				
Perceived Safety	Presence of Bicycle Lane Sign	4.00	No	3.64	15	No	3.64	15			
	Bicycle/Pedestrian Scale Lighting	4.00	Yes - Public	9.09	36	Yes - Public	9.09	36			
				Total	51	Total	51				
Land Use	Bicycle Parking	4.50	No	2.73	12	No	2.73	12			
	Storefront/Retail Use	3.00	0	4.55	14	1-2	5.45	16			
	Line of Sight	4.00	Clear Line of Sight	9.09	36	Clear Line of Sight	9.09	36			
				Total	62	Total	64				
Sum of Indicator Scores					339	Sum of Indicator Scores					336
Domain Summary		Score Weight	Minimum Score	Maximum Score	Southbound (West Side)	Minimum Score	Maximum Score	Northbound (East Side)			
Vehicle Traffic		1.39	59	198	127	59	198	127			
Street Design		2.05	62	267	99	62	267	94			
Perceived Safety		0.42	30	72	51	30	72	51			
Land Use		0.66	33	99	62	33	99	64			
Total		4.52	184	636	339	184	636	336			

Southbound (West Side)			Northbound (East Side)	
BEQI Score		34	BEQI Score	34
BEQI Condition		Low Quality	BEQI Condition	Low Quality

[1] Source: Bicycle Environmental Quality Index (BEQI), Draft Report 2009, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section

**TABLE N15
BEQI STREET SEGMENT ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
MARENGO AVENUE BETWEEN GREEN STREET AND CORDOVA STREET**

Domain	Indicator	Indicator Score	Southbound (West Side)			Northbound (East Side)			
			Indicator Response Category	Indicator Response Category Score	Weighted Indicator Response Category Score	Indicator Response Category	Indicator Response Category Score	Weighted Indicator Response Category Score	
Vehicle Traffic	Posted Speed Limit	4.00	20-30 mph	7.30	29	20-30 mph	7.30	29	
	Traffic Volumes	3.00	More than 10,000	2.70	7	More than 10,000	2.70	7	
	Percentage of Heavy Vehicles	4.00	Less Than 5%	9.09	36	Less Than 5%	9.09	36	
	Parallel Parking Adjacent to Bicycle Lane/Route	3.00	Parallel Parking (PP) 7ft - 9ft	4.67	14	None	9.09	27	
	Traffic Calming Features Streets	4.00	0 TCF	2.73	11	0 TCF	2.73	11	
	Number of Lanes	4.00	4+	1.80	4	4+	1.80	4	
	Total				101		Total	114	
Street Design	Presence of a Marked Area for Bicycle Traffic	4.00	None	0.91	4	None	0.91	4	
	Width of Bike Lane	4.00	None		0	None		0	
	Bicycle Lane Markings	4.00	None	0.91	4	None	0.91	4	
	Connectivity of Bicycle Lanes	4.00	No	3.18	13	No	3.18	13	
	Pavement Type/Condition	4.00	Mild Obstructions (e.g. cracks)	6.36	25	Mild Obstructions (e.g. cracks)	6.36	25	
	Street Slope	3.00	<5%	9.09	27	<5%	9.09	27	
	Driveway Cuts	3.00	Few (less than 5)	5.45	10	More than 5	2.73	5	
	Presence of Trees	4.00	Continuously Lined	9.09	16	Sporadically Lined	6.36	11	
Total				99		Total	89		
Perceived Safety	Presence of Bicycle Lane Sign	4.00	No	3.64	15	No	3.64	15	
	Bicycle/Pedestrian Scale Lighting	4.00	Yes - Public	9.09	36	Yes - Public	9.09	36	
	Total				51		Total	51	
Land Use	Bicycle Parking	4.50	No	2.73	12	Yes	9.09	41	
	Storefront/Retail Use	3.00	0	4.55	14	1-2	5.45	16	
	Line of Sight	4.00	Clear Line of Sight	9.09	36	Clear Line of Sight	9.09	36	
	Total				62		Total	93	
Sum of Indicator Scores					313	Sum of Indicator Scores			347
Domain Summary		Score Weight	Minimum Score	Maximum Score	Southbound (West Side)	Minimum Score	Maximum Score	Northbound (East Side)	
Vehicle Traffic		1.39	59	198	101	59	198	114	
Street Design		2.05	62	267	99	62	267	89	
Perceived Safety		0.42	30	72	51	30	72	51	
Land Use		0.66	33	99	62	33	99	93	
Total		4.52	184	636	313	184	636	347	

Southbound (West Side)			Northbound (East Side)	
BEQI Score		29	BEQI Score	36
BEQI Condition		Low Quality	BEQI Condition	Low Quality

[1] Source: Bicycle Environmental Quality Index (BEQI), Draft Report 2009, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section

**TABLE N16
BEQI STREET SEGMENT ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
LOS ROBLES AVENUE BETWEEN UNION STREET AND COLORADO BOULEVARD**

Domain	Indicator	Indicator Score	Southbound (West Side)			Northbound (East Side)			
			Indicator Response Category	Indicator Response Category Score	Weighted Indicator Response Category Score	Indicator Response Category	Indicator Response Category Score	Weighted Indicator Response Category Score	
Vehicle Traffic	Posted Speed Limit	4.00	20-30 mph	7.30	29	20-30 mph	7.30	29	
	Traffic Volumes	3.00	More than 10,000	2.70	7	More than 10,000	2.70	7	
	Percentage of Heavy Vehicles	4.00	Less Than 5%	9.09	36	Less Than 5%	9.09	36	
	Parallel Parking Adjacent to Bicycle Lane/Route	3.00	Parallel Parking (PP) 7ft - 9ft	4.67	14	Parallel Parking (PP) 7ft - 9ft	4.67	14	
	Traffic Calming Features Streets	4.00	0 TCF	2.73	11	0 TCF	2.73	11	
	Number of Lanes	4.00	4+	1.80	4	4+	1.80	4	
	Total				101		Total	101	
Street Design	Presence of a Marked Area for Bicycle Traffic	4.00	None	0.91	4	None	0.91	4	
	Width of Bike Lane	4.00	None		0	None		0	
	Bicycle Lane Markings	4.00	None	0.91	4	None	0.91	4	
	Connectivity of Bicycle Lanes	4.00	No	3.18	13	No	3.18	13	
	Pavement Type/Condition	4.00	Mild Obstructions (e.g. cracks)	6.36	25	Mild Obstructions (e.g. cracks)	6.36	25	
	Street Slope	3.00	<5%	9.09	27	<5%	9.09	27	
	Driveway Cuts	3.00	None	8.18	15	Few (less than 5)	5.45	10	
	Presence of Trees	4.00	Continuously Lined	9.09	16	Continuously Lined	9.09	16	
Total				104		Total	99		
Perceived Safety	Presence of Bicycle Lane Sign	4.00	No	3.64	15	No	3.64	15	
	Bicycle/Pedestrian Scale Lighting	4.00	Yes - Public and Private	9.00	36	Yes - Public and Private	9.00	36	
	Total				51		Total	51	
Land Use	Bicycle Parking	4.50	Yes	9.09	41	Yes	9.09	41	
	Storefront/Retail Use	3.00	0	4.55	14	3 or More	7.27	22	
	Line of Sight	4.00	Clear Line of Sight	9.09	36	Clear Line of Sight	9.09	36	
	Total				91		Total	99	
Sum of Indicator Scores					347	Sum of Indicator Scores			350
Domain Summary		Score Weight	Minimum Score	Maximum Score	Southbound (West Side)	Minimum Score	Maximum Score	Northbound (East Side)	
Vehicle Traffic		1.39	59	198	101	59	198	101	
Street Design		2.05	62	267	104	62	267	99	
Perceived Safety		0.42	30	72	51	30	72	51	
Land Use		0.66	33	99	91	33	99	99	
Total		4.52	184	636	347	184	636	350	

Southbound (West Side)		Northbound (East Side)	
BEQI Score	36	BEQI Score	37
BEQI Condition	Low Quality	BEQI Condition	Low Quality

[1] Source: Bicycle Environmental Quality Index (BEQI), Draft Report 2009, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section

**TABLE N17
BEQI STREET SEGMENT ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
LOS ROBLES AVENUE BETWEEN COLORADO BOULEVARD AND GREEN STREET**

Domain	Indicator	Indicator Score	Southbound (West Side)			Northbound (East Side)					
			Indicator Response Category	Indicator Response Category Score	Weighted Indicator Response Category Score	Indicator Response Category	Indicator Response Category Score	Weighted Indicator Response Category Score			
Vehicle Traffic	Posted Speed Limit	4.00	20-30 mph	7.30	29	20-30 mph	7.30	29			
	Traffic Volumes	3.00	More than 10,000	2.70	7	More than 10,000	2.70	7			
	Percentage of Heavy Vehicles	4.00	Less Than 5%	9.09	36	Less Than 5%	9.09	36			
	Parallel Parking Adjacent to Bicycle Lane/Route	3.00	None	9.09	27	None	9.09	27			
	Traffic Calming Features Streets	4.00	0 TCF	2.73	11	0 TCF	2.73	11			
	Number of Lanes	4.00	4+	1.80	4	4+	1.80	4			
			Total	114		Total	114				
Street Design	Presence of a Marked Area for Bicycle Traffic	4.00	None	0.91	4	None	0.91	4			
	Width of Bike Lane	4.00	None		0	None		0			
	Bicycle Lane Markings	4.00	None	0.91	4	None	0.91	4			
	Connectivity of Bicycle Lanes	4.00	No	3.18	13	No	3.18	13			
	Pavement Type/Condition	4.00	Mild Obstructions (e.g. cracks)	6.36	25	Mild Obstructions (e.g. cracks)	6.36	25			
	Street Slope	3.00	<5%	9.09	27	<5%	9.09	27			
	Driveway Cuts	3.00	None	8.18	15	Few (less than 5)	5.45	10			
	Presence of Trees	4.00	Sporadically Lined	6.36	11	Continuously Lined	9.09	16			
			Total	99		Total	99				
Perceived Safety	Presence of Bicycle Lane Sign	4.00	Yes	9.09	36	Yes	9.09	36			
	Bicycle/Pedestrian Scale Lighting	4.00	Yes - Public	9.09	36	Yes - Public	9.09	36			
				Total	72	Total	72				
Land Use	Bicycle Parking	4.50	Yes	9.09	41	No	2.73	12			
	Storefront/Retail Use	3.00	0	4.55	14	1-2	5.45	16			
	Line of Sight	4.00	Clear Line of Sight	9.09	36	Clear Line of Sight	9.09	36			
				Total	91	Total	64				
Sum of Indicator Scores					376	Sum of Indicator Scores					349
Domain Summary		Score Weight	Minimum Score	Maximum Score	Southbound (West Side)	Minimum Score	Maximum Score	Northbound (East Side)			
Vehicle Traffic		1.39	59	198	114	59	198	114			
Street Design		2.05	62	267	99	62	267	99			
Perceived Safety		0.42	30	72	72	30	72	72			
Land Use		0.66	33	99	91	33	99	64			
Total		4.52	184	636	376	184	636	349			

Southbound (West Side)			Northbound (East Side)	
BEQI Score	42		BEQI Score	37
BEQI Condition	Average Quality		BEQI Condition	Low Quality

[1] Source: Bicycle Environmental Quality Index (BEQI), Draft Report 2009, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section

**TABLE N18
BEQI STREET SEGMENT ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
LOS ROBLES AVENUE BETWEEN GREEN STREET AND CORDOVA STREET**

Domain	Indicator	Indicator Score	Southbound (West Side)			Northbound (East Side)			
			Indicator Response Category	Indicator Response Category Score	Weighted Indicator Response Category Score	Indicator Response Category	Indicator Response Category Score	Weighted Indicator Response Category Score	
Vehicle Traffic	Posted Speed Limit	4.00	20-30 mph	7.30	29	20-30 mph	7.30	29	
	Traffic Volumes	3.00	More than 10,000	2.70	7	More than 10,000	2.70	7	
	Percentage of Heavy Vehicles	4.00	Less Than 5%	9.09	36	Less Than 5%	9.09	36	
	Parallel Parking Adjacent to Bicycle Lane/Route	3.00	Time-restricted Parallel Parking 7ft-9ft	7.33	22	None	9.09	27	
	Traffic Calming Features Streets	4.00	0 TCF	2.73	11	0 TCF	2.73	11	
	Number of Lanes	4.00	4+	1.80	4	4+	1.80	4	
	Total				109		Total	114	
Street Design	Presence of a Marked Area for Bicycle Traffic	4.00	None	0.91	4	None	0.91	4	
	Width of Bike Lane	4.00	None		0	None		0	
	Bicycle Lane Markings	4.00	None	0.91	4	None	0.91	4	
	Connectivity of Bicycle Lanes	4.00	No	3.18	13	No	3.18	13	
	Pavement Type/Condition	4.00	Mild Obstructions (e.g. cracks)	6.36	25	Mild Obstructions (e.g. cracks)	6.36	25	
	Street Slope	3.00	<5%	9.09	27	<5%	9.09	27	
	Driveway Cuts	3.00	More than 5	2.73	5	More than 5	2.73	5	
	Presence of Trees	4.00	Sporadically Lined	6.36	11	Continuously Lined	9.09	16	
Total				89		Total	94		
Perceived Safety	Presence of Bicycle Lane Sign	4.00	No	3.64	15	No	3.64	15	
	Bicycle/Pedestrian Scale Lighting	4.00	Yes - Public and Private	9.00	36	Yes - Public and Private	9.00	36	
	Total				51		Total	51	
Land Use	Bicycle Parking	4.50	No	2.73	12	No	2.73	12	
	Storefront/Retail Use	3.00	0	4.55	14	0	4.55	14	
	Line of Sight	4.00	Clear Line of Sight	9.09	36	Clear Line of Sight	9.09	36	
	Total				62		Total	62	
Sum of Indicator Scores					311	Sum of Indicator Scores			321
Domain Summary	Score Weight	Minimum Score	Maximum Score	Southbound (West Side)	Minimum Score	Maximum Score	Northbound (East Side)		
Vehicle Traffic	1.39	59	198	109	59	198	114		
Street Design	2.05	62	267	89	62	267	94		
Perceived Safety	0.42	30	72	51	30	72	51		
Land Use	0.66	33	99	62	33	99	62		
Total	4.52	184	636	311	184	636	321		
Southbound (West Side)				Northbound (East Side)					
BEQI Score				BEQI Score					
28				30					
BEQI Condition				BEQI Condition					
Low Quality				Low Quality					

[1] Source: Bicycle Environmental Quality Index (BEQI), Draft Report 2009, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section

**TABLE N19
BEQI STREET SEGMENT ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
COLORADO BOULEVARD BETWEEN MARENGO AVENUE AND GARFIELD AVENUE**

Domain	Indicator	Indicator Score	Westbound (North Side)			Eastbound (South Side)			
			Indicator Response Category	Indicator Response Category Score	Weighted Indicator Response Category Score	Indicator Response Category	Indicator Response Category Score	Weighted Indicator Response Category Score	
Vehicle Traffic	Posted Speed Limit	4.00	20-30 mph	7.30	29	20-30 mph	7.30	29	
	Traffic Volumes	3.00	More than 10,000	2.70	7	More than 10,000	2.70	7	
	Percentage of Heavy Vehicles	4.00	Less Than 5%	9.09	36	Less Than 5%	9.09	36	
	Parallel Parking Adjacent to Bicycle Lane/Route	3.00	Parallel Parking (PP) 7ft - 9ft	4.67	14	Parallel Parking (PP) 7ft - 9ft	4.67	14	
	Traffic Calming Features Streets	4.00	0 TCF	2.73	11	0 TCF	2.73	11	
	Number of Lanes	4.00	4+	1.80	4	4+	1.80	4	
			Total	101		Total	101		
Street Design	Presence of a Marked Area for Bicycle Traffic	4.00	None	0.91	4	None	0.91	4	
	Width of Bike Lane	4.00	None	0	0	None	0	0	
	Bicycle Lane Markings	4.00	None	0.91	4	None	0.91	4	
	Connectivity of Bicycle Lanes	4.00	No	3.18	13	No	3.18	13	
	Pavement Type/Condition	4.00	Mild Obstructions (e.g. cracks)	6.36	25	Mild Obstructions (e.g. cracks)	6.36	25	
	Street Slope	3.00	<5%	9.09	27	<5%	9.09	27	
	Driveway Cuts	3.00	Few (less than 5)	5.45	10	Few (less than 5)	5.45	10	
	Presence of Trees	4.00	Continuously Lined	9.09	16	Sporadically Lined	6.36	11	
			Total	99		Total	94		
Perceived Safety	Presence of Bicycle Lane Sign	4.00	No	3.64	15	No	3.64	15	
	Bicycle/Pedestrian Scale Lighting	4.00	Yes - Public and Private	9.00	36	Yes - Public and Private	9.00	36	
				Total	51	Total	51		
Land Use	Bicycle Parking	4.50	No	2.73	12	Yes	9.09	41	
	Storefront/Retail Use	3.00	3 or More	7.27	22	3 or More	7.27	22	
	Line of Sight	4.00	Clear Line of Sight	9.09	36	Clear Line of Sight	9.09	36	
				Total	70	Total	99		
Sum of Indicator Scores					321	Sum of Indicator Scores			345
Domain Summary		Score Weight	Minimum Score	Maximum Score	Westbound (North Side)	Minimum Score	Maximum Score	Eastbound (South Side)	
Vehicle Traffic		1.39	59	198	101	59	198	101	
Street Design		2.05	62	267	99	62	267	94	
Perceived Safety		0.42	30	72	51	30	72	51	
Land Use		0.66	33	99	70	33	99	99	
Total		4.52	184	636	321	184	636	345	
Westbound (North Side)					30	Eastbound (South Side)			36
BEQI Score					30	BEQI Score			36
BEQI Condition					Low Quality	BEQI Condition			Low Quality

[1] Source: Bicycle Environmental Quality Index (BEQI), Draft Report 2009, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section

**TABLE N20
BEQI STREET SEGMENT ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
COLORADO BOULEVARD BETWEEN GARFIELD AVENUE AND EUCLID AVENUE**

Domain	Indicator	Indicator Score	Westbound (North Side)			Eastbound (South Side)			
			Indicator Response Category	Indicator Response Category Score	Weighted Indicator Response Category Score	Indicator Response Category	Indicator Response Category Score	Weighted Indicator Response Category Score	
Vehicle Traffic	Posted Speed Limit	4.00	20-30 mph	7.30	29	20-30 mph	7.30	29	
	Traffic Volumes	3.00	More than 10,000	2.70	7	More than 10,000	2.70	7	
	Percentage of Heavy Vehicles	4.00	Less Than 5%	9.09	36	Less Than 5%	9.09	36	
	Parallel Parking Adjacent to Bicycle Lane/Route	3.00	Parallel Parking (PP) 7ft - 9ft	4.67	14	Parallel Parking (PP) 7ft - 9ft	4.67	14	
	Traffic Calming Features Streets	4.00	0 TCF	2.73	11	0 TCF	2.73	11	
	Number of Lanes	4.00	4+	1.80	4	4+	1.80	4	
			Total	101		Total	101		
Street Design	Presence of a Marked Area for Bicycle Traffic	4.00	None	0.91	4	None	0.91	4	
	Width of Bike Lane	4.00	None		0	None		0	
	Bicycle Lane Markings	4.00	None	0.91	4	None	0.91	4	
	Connectivity of Bicycle Lanes	4.00	No	3.18	13	No	3.18	13	
	Pavement Type/Condition	4.00	Mild Obstructions (e.g. cracks)	6.36	25	Mild Obstructions (e.g. cracks)	6.36	25	
	Street Slope	3.00	<5%	9.09	27	<5%	9.09	27	
	Driveway Cuts	3.00	None	8.18	15	None	8.18	15	
	Presence of Trees	4.00	Sporadically Lined	6.36	11	Continuously Lined	9.09	16	
			Total	99		Total	104		
Perceived Safety	Presence of Bicycle Lane Sign	4.00	No	3.64	15	No	3.64	15	
	Bicycle/Pedestrian Scale Lighting	4.00	Yes - Public and Private	9.00	36	Yes - Public and Private	9.00	36	
				Total	51	Total	51		
Land Use	Bicycle Parking	4.50	No	2.73	12	Yes	9.09	41	
	Storefront/Retail Use	3.00	3 or More	7.27	22	3 or More	7.27	22	
	Line of Sight	4.00	Clear Line of Sight	9.09	36	Clear Line of Sight	9.09	36	
				Total	70	Total	99		
Sum of Indicator Scores					321	Sum of Indicator Scores			355
Domain Summary		Score Weight	Minimum Score	Maximum Score	Westbound (North Side)	Minimum Score	Maximum Score	Eastbound (South Side)	
Vehicle Traffic		1.39	59	198	101	59	198	101	
Street Design		2.05	62	267	99	62	267	104	
Perceived Safety		0.42	30	72	51	30	72	51	
Land Use		0.66	33	99	70	33	99	99	
Total		4.52	184	636	321	184	636	355	

Westbound (North Side)			Eastbound (South Side)	
BEQI Score	30	BEQI Score	38	
BEQI Condition	Low Quality	BEQI Condition	Low Quality	

[1] Source: Bicycle Environmental Quality Index (BEQI), Draft Report 2009, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section

**TABLE N21
BEQI STREET SEGMENT ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
COLORADO BOULEVARD BETWEEN EUCLID AVENUE AND LOS ROBLES AVENUE**

Domain	Indicator	Indicator Score	Westbound (North Side)			Eastbound (South Side)			
			Indicator Response Category	Indicator Response Category Score	Weighted Indicator Response Category Score	Indicator Response Category	Indicator Response Category Score	Weighted Indicator Response Category Score	
Vehicle Traffic	Posted Speed Limit	4.00	20-30 mph	7.30	29	20-30 mph	7.30	29	
	Traffic Volumes	3.00	More than 10,000	2.70	7	More than 10,000	2.70	7	
	Percentage of Heavy Vehicles	4.00	Less Than 5%	9.09	36	Less Than 5%	9.09	36	
	Parallel Parking Adjacent to Bicycle Lane/Route	3.00	Parallel Parking (PP) 7ft - 9ft	4.67	14	Parallel Parking (PP) 7ft - 9ft	4.67	14	
	Traffic Calming Features Streets	4.00	0 TCF	2.73	11	0 TCF	2.73	11	
	Number of Lanes	4.00	4+	1.80	4	4+	1.80	4	
			Total	101		Total	101		
Street Design	Presence of a Marked Area for Bicycle Traffic	4.00	None	0.91	4	None	0.91	4	
	Width of Bike Lane	4.00	None		0	None		0	
	Bicycle Lane Markings	4.00	None	0.91	4	None	0.91	4	
	Connectivity of Bicycle Lanes	4.00	No	3.18	13	No	3.18	13	
	Pavement Type/Condition	4.00	Mild Obstructions (e.g. cracks)	6.36	25	Mild Obstructions (e.g. cracks)	6.36	25	
	Street Slope	3.00	<5%	9.09	27	<5%	9.09	27	
	Driveway Cuts	3.00	None	8.18	15	None	8.18	15	
	Presence of Trees	4.00	Continuously Lined	9.09	16	Continuously Lined	9.09	16	
			Total	104		Total	104		
Perceived Safety	Presence of Bicycle Lane Sign	4.00	No	3.64	15	No	3.64	15	
	Bicycle/Pedestrian Scale Lighting	4.00	Yes - Public and Private	9.00	36	Yes - Public and Private	9.00	36	
				Total	51	Total	51		
Land Use	Bicycle Parking	4.50	No	2.73	12	Yes	9.09	41	
	Storefront/Retail Use	3.00	1-2	5.45	16	3 or More	7.27	22	
	Line of Sight	4.00	Clear Line of Sight	9.09	36	Clear Line of Sight	9.09	36	
				Total	64	Total	99		
Sum of Indicator Scores					320	Sum of Indicator Scores			355
Domain Summary		Score Weight	Minimum Score	Maximum Score	Westbound (North Side)	Minimum Score	Maximum Score	Eastbound (South Side)	
Vehicle Traffic		1.39	59	198	101	59	198	101	
Street Design		2.05	62	267	104	62	267	104	
Perceived Safety		0.42	30	72	51	30	72	51	
Land Use		0.66	33	99	64	33	99	99	
Total		4.52	184	636	320	184	636	355	

Westbound (North Side)		Eastbound (South Side)	
BEQI Score	30	BEQI Score	38
BEQI Condition	Low Quality	BEQI Condition	Low Quality

[1] Source: Bicycle Environmental Quality Index (BEQI), Draft Report 2009, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section

**TABLE N22
BEQI STREET SEGMENT ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
GREEN STREET BETWEEN MARENGO AVENUE AND PASEO COLORADO DRIVEWAY**

Domain	Indicator	Indicator Score	Eastbound (North Side)			Eastbound (South Side)			
			Indicator Response Category	Indicator Response Category Score	Weighted Indicator Response Category Score	Indicator Response Category	Indicator Response Category Score	Weighted Indicator Response Category Score	
Vehicle Traffic	Posted Speed Limit	4.00	20-30 mph	7.30	29	20-30 mph	7.30	29	
	Traffic Volumes	3.00	More than 10,000	2.70	7	More than 10,000	2.70	7	
	Percentage of Heavy Vehicles	4.00	Less Than 5%	9.09	36	Less Than 5%	9.09	36	
	Parallel Parking Adjacent to Bicycle Lane/Route	3.00	Parallel Parking (PP) 7ft - 9ft	4.67	14	None	9.09	27	
	Traffic Calming Features Streets	4.00	1-2 TCFs	5.91	24	1-2 TCFs	5.91	24	
	Number of Lanes	4.00	4+	1.80	4	4+	1.80	4	
	Total				114		Total	127	
Street Design	Presence of a Marked Area for Bicycle Traffic	4.00	None	0.91	4	None	0.91	4	
	Width of Bike Lane	4.00	None		0	None		0	
	Bicycle Lane Markings	4.00	None	0.91	4	None	0.91	4	
	Connectivity of Bicycle Lanes	4.00	No	3.18	13	No	3.18	13	
	Pavement Type/Condition	4.00	Mild Obstructions (e.g. cracks)	6.36	25	Mild Obstructions (e.g. cracks)	6.36	25	
	Street Slope	3.00	<5%	9.09	27	<5%	9.09	27	
	Driveway Cuts	3.00	Few (less than 5)	5.45	10	None	8.18	15	
	Presence of Trees	4.00	Sporadically Lined	6.36	11	Continuously Lined	9.09	16	
Total				94		Total	104		
Perceived Safety	Presence of Bicycle Lane Sign	4.00	No	3.64	15	No	3.64	15	
	Bicycle/Pedestrian Scale Lighting	4.00	Yes - Public	9.09	36	Yes - Public	9.09	36	
	Total				51		Total	51	
Land Use	Bicycle Parking	4.50	No	2.73	12	Yes	9.09	41	
	Storefront/Retail Use	3.00	3 or More	7.27	22	1-2	5.45	16	
	Line of Sight	4.00	Clear Line of Sight	9.09	36	Clear Line of Sight	9.09	36	
	Total				70		Total	93	
Sum of Indicator Scores					329	Sum of Indicator Scores			375
Domain Summary		Score Weight	Minimum Score	Maximum Score	Eastbound (North Side)	Minimum Score	Maximum Score	Eastbound (South Side)	
Vehicle Traffic		1.39	59	198	114	59	198	127	
Street Design		2.05	62	267	94	62	267	104	
Perceived Safety		0.42	30	72	51	30	72	51	
Land Use		0.66	33	99	70	33	99	93	
Total		4.52	184	636	329	184	636	375	

Eastbound (North Side)			Eastbound (South Side)	
BEQI Score	32	BEQI Score	42	
BEQI Condition	Low Quality	BEQI Condition	Average Quality	

[1] Source: Bicycle Environmental Quality Index (BEQI), Draft Report 2009, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section

**TABLE N23
BEQI STREET SEGMENT ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
GREEN STREET BETWEEN GARFIELD AVENUE AND EUCLID AVENUE**

Domain	Indicator	Indicator Score	Eastbound (North Side)			Eastbound (South Side)					
			Indicator Response Category	Indicator Response Category Score	Weighted Indicator Response Category Score	Indicator Response Category	Indicator Response Category Score	Weighted Indicator Response Category Score			
Vehicle Traffic	Posted Speed Limit	4.00	20-30 mph	7.30	29	20-30 mph	7.30	29			
	Traffic Volumes	3.00	More than 10,000	2.70	7	More than 10,000	2.70	7			
	Percentage of Heavy Vehicles	4.00	Less Than 5%	9.09	36	Less Than 5%	9.09	36			
	Parallel Parking Adjacent to Bicycle Lane/Route	3.00	None	9.09	27	None	9.09	27			
	Traffic Calming Features Streets	4.00	0 TCF	2.73	11	0 TCF	2.73	11			
	Number of Lanes	4.00	4+	1.80	4	4+	1.80	4			
			Total	114		Total	114				
Street Design	Presence of a Marked Area for Bicycle Traffic	4.00	None	0.91	4	None	0.91	4			
	Width of Bike Lane	4.00	None		0	None		0			
	Bicycle Lane Markings	4.00	None	0.91	4	None	0.91	4			
	Connectivity of Bicycle Lanes	4.00	No	3.18	13	No	3.18	13			
	Pavement Type/Condition	4.00	Mild Obstructions (e.g. cracks)	6.36	25	Mild Obstructions (e.g. cracks)	6.36	25			
	Street Slope	3.00	<5%	9.09	27	<5%	9.09	27			
	Driveway Cuts	3.00	Few (less than 5)	5.45	10	None	8.18	15			
	Presence of Trees	4.00	Sporadically Lined	6.36	11	Continuously Lined	9.09	16			
			Total	94		Total	104				
Perceived Safety	Presence of Bicycle Lane Sign	4.00	No	3.64	15	No	3.64	15			
	Bicycle/Pedestrian Scale Lighting	4.00	Yes - Public	9.09	36	Yes - Public	9.09	36			
				Total	51	Total	51				
Land Use	Bicycle Parking	4.50	No	2.73	12	No	2.73	12			
	Storefront/Retail Use	3.00	0	4.55	14	0	4.55	14			
	Line of Sight	4.00	Clear Line of Sight	9.09	36	Clear Line of Sight	9.09	36			
				Total	62	Total	62				
Sum of Indicator Scores					321	Sum of Indicator Scores					331
Domain Summary		Score Weight	Minimum Score	Maximum Score	Eastbound (North Side)	Minimum Score	Maximum Score	Eastbound (South Side)			
Vehicle Traffic		1.39	59	198	114	59	198	114			
Street Design		2.05	62	267	94	62	267	104			
Perceived Safety		0.42	30	72	51	30	72	51			
Land Use		0.66	33	99	62	33	99	62			
Total		4.52	184	636	321	184	636	331			

Eastbound (North Side)			Eastbound (South Side)		
BEQI Score	30		BEQI Score	33	
BEQI Condition	Low Quality		BEQI Condition	Low Quality	

[1] Source: Bicycle Environmental Quality Index (BEQI), Draft Report 2009, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section

**TABLE N24
BEQI STREET SEGMENT ANALYSIS CALCULATIONS [1] - EXISTING CONDITIONS
GREEN STREET BETWEEN EUCLID AVENUE AND LOS ROBLES AVENUE**

Domain	Indicator	Indicator Score	Eastbound (North Side)			Eastbound (South Side)			
			Indicator Response Category	Indicator Response Category Score	Weighted Indicator Response Category Score	Indicator Response Category	Indicator Response Category Score	Weighted Indicator Response Category Score	
Vehicle Traffic	Posted Speed Limit	4.00	20-30 mph	7.30	29	20-30 mph	7.30	29	
	Traffic Volumes	3.00	More than 10,000	2.70	7	More than 10,000	2.70	7	
	Percentage of Heavy Vehicles	4.00	Less Than 5%	9.09	36	Less Than 5%	9.09	36	
	Parallel Parking Adjacent to Bicycle Lane/Route	3.00	Parallel Parking (PP) 7ft - 9ft	4.67	14	None	9.09	27	
	Traffic Calming Features Streets	4.00	0 TCF	2.73	11	0 TCF	2.73	11	
	Number of Lanes	4.00	4+	1.80	4	4+	1.80	4	
	Total				101		Total	114	
Street Design	Presence of a Marked Area for Bicycle Traffic	4.00	None	0.91	4	None	0.91	4	
	Width of Bike Lane	4.00	None		0	None		0	
	Bicycle Lane Markings	4.00	None	0.91	4	None	0.91	4	
	Connectivity of Bicycle Lanes	4.00	No	3.18	13	No	3.18	13	
	Pavement Type/Condition	4.00	Mild Obstructions (e.g. cracks)	6.36	25	Mild Obstructions (e.g. cracks)	6.36	25	
	Street Slope	3.00	<5%	9.09	27	<5%	9.09	27	
	Driveway Cuts	3.00	None	8.18	15	None	8.18	15	
	Presence of Trees	4.00	Sporadically Lined	6.36	11	Continuously Lined	9.09	16	
Total				99		Total	104		
Perceived Safety	Presence of Bicycle Lane Sign	4.00	No	3.64	15	No	3.64	15	
	Bicycle/Pedestrian Scale Lighting	4.00	Yes - Public	9.09	36	Yes - Public	9.09	36	
	Total				51		Total	51	
Land Use	Bicycle Parking	4.50	No	2.73	12	No	2.73	12	
	Storefront/Retail Use	3.00	0	4.55	14	0	4.55	14	
	Line of Sight	4.00	Clear Line of Sight	9.09	36	Clear Line of Sight	9.09	36	
	Total				62		Total	62	
Sum of Indicator Scores					313	Sum of Indicator Scores			331
Domain Summary		Score Weight	Minimum Score	Maximum Score	Eastbound (North Side)	Minimum Score	Maximum Score	Eastbound (South Side)	
Vehicle Traffic		1.39	59	198	101	59	198	114	
Street Design		2.05	62	267	99	62	267	104	
Perceived Safety		0.42	30	72	51	30	72	51	
Land Use		0.66	33	99	62	33	99	62	
Total		4.52	184	636	313	184	636	331	

Eastbound (North Side)			Eastbound (South Side)	
BEQI Score	29		BEQI Score	33
BEQI Condition	Low Quality		BEQI Condition	Low Quality

[1] Source: Bicycle Environmental Quality Index (BEQI), Draft Report 2009, San Francisco Department of Public Health, Equity and Sustainability Environmental Health Section

APPENDIX O

Multimodal Level of Service (MMLOS) Analysis Data Worksheets

MMLOS Worksheets - Existing (2013) Conditions

Results Summary

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Union Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.00	C	3.21	C	4.12	D
Colorado Boulevard	Ped	2.71	B	2.37	B	3.49	C
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.78	C	3.20	C	3.92	D
Green Street	Ped	2.49	B	2.04	B	3.36	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.16	C	4.36	E	4.03	D
Cordova Street	Ped	2.52	B	1.86	A	3.30	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	n/a	n/a			
	Bike	4.02	D	C	67%	3
	Ped	3.36	C	C	100%	3
	Overall		D	C		

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle		Pedestrian			
			Link LOS	Intrsectn LOS	Link LOS	Intrsectn LOS	Segment LOS	
1	n/a	n/a	C	C	D	B	B	C
2	n/a	n/a	C	C	D	B	B	C
3	n/a	n/a	E	C	D	A	B	C
Facility	n/a	n/a			D			C

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Layout Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Union Street	48		Signal	3	25	0	0	0
Seg #1	70	345	Signal	6	25	219	0	0
Colorado Boulevard								
Seg #2	56	481	Signal	5	30	221	0	0
Green Street								
Seg #3	60	817	Signal	5	35	74	0	0
Cordova Street								

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Traffic Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Union Street	Colorado Boulevard	25	0	0	Yes	2	1	1
2	Colorado Boulevard	Green Street	25	3	100	Yes	2	1	0
3	Green Street	Cordova Street	25	2	0	Yes	2	1	1

Traffic Counts D= 51 K= 7.1 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1196	2	62	16	1800	0.92	598	1512
2	0	0	0	1226	2	0	37	1800	0.92	445	1512
3	0	0	0	1214	2	47	26	1800	0.92	424	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Union Street	Colorado Boulevard	0	No	0	0	0	0
2	Colorado Boulevard	Green Street	0	No	0	0	0	0
3	Green Street	Cordova Street	0	No	0	0	0	0

Transit Level of Service Calculation (N/A)

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceived Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS

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Transit Data Report - continued

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Union Street	Colorado Boulevard					
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Green Street					
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Cordova Street					

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Cross Section Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013


Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Union Street	Colorado Boulevard	0	No	0	No	Yes	3	No
2	Colorado Boulevard	Green Street	0	No	0	No	Yes	3	No
3	Green Street	Cordova Street	0	No	48	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	0	0	2	2	0
2	[1]	[2]	0	0	0	0	0	0	0	2	0
3	[1]	[2]	0	0	0	0	0	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Seg	Side walk	Buffer	Shldr Prkq	Bike Lane	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Median	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Bike Lane	Shldr Prkq	Buffer	Side walk
1	10	0	0	0	0	0	13	11	11	11	14	0	0	0	0	0	10
2	11	0	0	0	13	11	12	10	6	10	14	0	0	0	0	0	11
3	10	0	8	0	0	0	11	10	11	10	16	0	0	0	0	0	11

Results Summary

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Cordova Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	1.95	A	3.47	C	3.70	D
Green Street	Ped	2.61	B	2.45	B	3.50	C
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.27	C	3.27	C
to	Bike	2.69	B	3.26	C	3.53	D
Colorado Boulevard	Ped	2.68	B	2.28	B	3.47	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.35	C	3.35	C
to	Bike	2.22	B	3.05	C	3.93	D
Union Street	Ped	2.06	B	2.32	B	3.36	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.35	C	C	100%	3
	Bike	3.71	D	C	67%	3
	Ped	3.46	C	C	100%	3
	Overall		D	C	58%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrctn LOS	Segment LOS	Link LOS	Intrctn LOS	Segment LOS
1	n/a	n/a	C	A	D	B	B	C
2	n/a	C	C	B	D	B	B	C
3	n/a	C	C	B	D	B	B	C
Facility	n/a	C			D			C

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Layout Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Cordova Street	70		Signal	5	35	245	0	0
Seg #1	46	833	Signal	4	30	0	0	0
Green Street								
Seg #2	70	467	Signal	6	25	231	0	0
Colorado Boulevard								
Seg #3	35	376	Signal	3	25	142	0	0
Union Street								



Traffic Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Cordova Street	Green Street	25	2	0	No	2	1	1
2	Green Street	Colorado Boulevard	25	3	100	Yes	2	0	1
3	Colorado Boulevard	Union Street	25	0	0	Yes	2	1	1

Traffic Counts D= 49 K= 7.1 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1100	2	120	18	1800	0.92	541	1512
2	0	0	0	1227	2	48	15	1800	0.92	506	1512
3	0	0	0	1267	2	0	11	1800	0.92	602	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0



Transit Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Cordova Street	Green Street	0	No	0	0	0	0
2	Green Street	Colorado Boulevard	0	No	0	0	0	0
3	Colorado Boulevard	Union Street	0	No	0	0	0	0

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2	Yes	No	No RTs	Typical	2.4805	0.8244	2.0450	2.28	3.27	C
3	Yes	No	No RTs	Typical	2.4805	0.8056	1.9982	2.32	3.35	C



Transit Data Report - continued

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Cordova Street	Green Street					
		ARTS 40	3	80	75	11

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Colorado Boulevard					
		ARTS 40	3	80	75	0



Cross Section Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

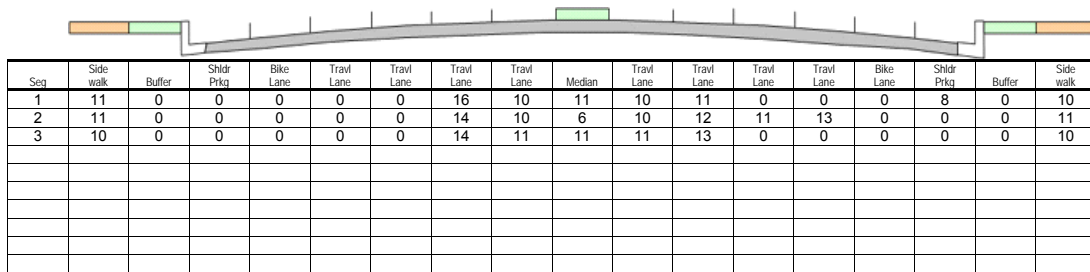
Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Cordova Street	Green Street	0	No	0	No	Yes	3	No
2	Green Street	Colorado Boulevard	0	No	0	No	Yes	3	No
3	Colorado Boulevard	Union Street	0	No	0	No	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	0	25	0	2	0
2	[1]	[2]	0	0	0	0	45	10	0	2	0
3	[1]	[2]	0	0	0	0	96	0	0	1	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Union Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.08	C	3.27	C	4.15	D
Colorado Boulevard	Ped	2.83	C	2.48	B	3.54	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.82	C	3.23	C	3.94	D
Green Street	Ped	2.59	B	2.07	B	3.40	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.38	C	4.54	E	4.12	D
Cordova Street	Ped	2.56	B	2.14	B	3.41	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
Transit	n/a	n/a				
Bike	4.07	D	C	67%	3	
Ped	3.43	C	C	100%	3	
Overall						

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	n/a	C	C	D	B	C	D
2	n/a	n/a	C	C	D	B	B	C
3	n/a	n/a	E	C	D	B	B	C
Facility	n/a	n/a			D			C

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Layout Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Union Street	48		Signal	3	25	0	0	0
Seg #1	70	345	Signal	6	25	371	0	0
Colorado Boulevard								
Seg #2	56	481	Signal	5	30	318	0	0
Green Street								
Seg #3	60	817	Signal	5	35	81	0	0
Cordova Street								



Traffic Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Union Street	Colorado Boulevard	25	0	0	Yes	2	1	1
2	Colorado Boulevard	Green Street	25	3	100	Yes	2	1	0
3	Green Street	Cordova Street	25	2	0	Yes	2	1	1

Traffic Counts D= 53 K= 8.5 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1374	2	81	24	1800	0.92	614	1512
2	0	0	0	1322	2	0	23	1800	0.92	580	1512
3	0	0	0	1374	2	22	29	1800	0.92	590	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0



Transit Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Union Street	Colorado Boulevard	0	No	0	0	0	0
2	Colorado Boulevard	Green Street	0	No	0	0	0	0
3	Green Street	Cordova Street	0	No	0	0	0	0

Transit Level of Service Calculation (N/A)

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceived Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS



Transit Data Report - continued

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Union Street	Colorado Boulevard					
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Green Street					
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Cordova Street					



Cross Section Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013


Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Union Street	Colorado Boulevard	0	No	0	No	Yes	3	No
2	Colorado Boulevard	Green Street	0	No	0	No	Yes	3	No
3	Green Street	Cordova Street	0	No	48	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	0	0	2	2	0
2	[1]	[2]	0	0	0	0	0	0	0	2	0
3	[1]	[2]	0	0	0	0	0	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Seg	Side walk	Buffer	Shldr Prkq	Bike Lane	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Median	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Bike Lane	Shldr Prkq	Buffer	Side walk
1	10	0	0	0	0	0	13	11	11	11	14	0	0	0	0	0	10
2	11	0	0	0	13	11	12	10	6	10	14	0	0	0	0	0	11
3	10	0	8	0	0	0	11	10	11	10	16	0	0	0	0	0	11

Results Summary

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Cordova Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.02	B	3.52	D	3.72	D
Green Street	Ped	2.61	B	2.54	B	3.52	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.29	C	3.29	C
to	Bike	2.78	C	3.33	C	3.56	D
Colorado Boulevard	Ped	2.96	C	2.40	B	3.54	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.34	C	3.34	C
to	Bike	2.19	B	3.02	C	3.92	D
Union Street	Ped	2.25	B	2.28	B	3.39	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.34	C	C	100%	3
	Bike	3.72	D	C	67%	3
	Ped	3.50	C	C	100%	3
	Overall		D	C	58%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	n/a	D	B	D	B	B	D
2	n/a	C	C	C	D	B	C	D
3	n/a	C	C	B	D	B	B	C
Facility	n/a	C			D			C

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Layout Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Cordova Street	70		Signal	5	35	360	0	0
Seg #1	46	833	Signal	4	30	0	0	0
Green Street								
Seg #2	70	467	Signal	6	25	438	0	0
Colorado Boulevard								
Seg #3	35	376	Signal	3	25	376	0	0
Union Street								



Traffic Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Cordova Street	Green Street	25	2	0	No	2	1	1
2	Green Street	Colorado Boulevard	25	3	100	Yes	2	0	1
3	Colorado Boulevard	Union Street	25	0	0	Yes	2	1	1

Traffic Counts D= 47 K= 8.5 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1438	2	81	33	1800	0.92	497	1512
2	0	0	0	1329	2	153	20	1800	0.92	560	1512
3	0	0	0	1241	2	0	7	1800	0.92	592	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7		4	0



Transit Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Cordova Street	Green Street	0	No	0	0	0	0
2	Green Street	Colorado Boulevard	0	No	0	0	0	0
3	Colorado Boulevard	Union Street	0	No	0	0	0	0

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2	Yes	No	No RTs	Typical	2.4805	0.8240	2.0440	2.40	3.29	C
3	Yes	No	No RTs	Typical	2.4805	0.8059	1.9989	2.28	3.34	C



Transit Data Report - continued

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Cordova Street	Green Street					
		ARTS 40	3	80	75	11

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Colorado Boulevard					
		ARTS 40	3	80	75	0



Cross Section Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Cordova Street	Green Street	0	No	0	No	Yes	3	No
2	Green Street	Colorado Boulevard	0	No	0	No	Yes	3	No
3	Colorado Boulevard	Union Street	0	No	0	No	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	0	25	0	2	0
2	[1]	[2]	0	0	0	0	45	10	0	2	0
3	[1]	[2]	0	0	0	0	96	0	0	1	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.

Seg	Side walk	Buffer	Shldr Prkq	Bike Lane	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Median	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Bike Lane	Shldr Prkq	Buffer	Side walk
1	11	0	0	0	0	0	16	10	11	10	11	0	0	8	0	10	
2	11	0	0	0	0	0	14	10	6	10	12	11	13	0	0	11	
3	10	0	0	0	0	0	14	11	11	11	13	0	0	0	0	10	

Results Summary

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Union Street	Transit	n/a	n/a	3.44	C	3.44	C
to	Bike	3.05	C	3.76	D	3.68	D
Colorado Boulevard	Ped	2.84	C	2.57	B	3.57	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.77	D	3.77	D
to	Bike	3.00	C	3.78	D	3.68	D
Green Street	Ped	2.65	B	2.50	B	3.52	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.39	C	3.39	C
to	Bike	3.00	C	3.78	D	3.88	D
Cordova Street	Ped	2.61	B	2.19	B	3.43	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.50	D	C	67%	3
	Bike	3.78	D	C	67%	3
	Ped	3.49	C	C	100%	3
	Overall		D	C	67%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrctn LOS	Segment LOS	Link LOS	Intrctn LOS	Segment LOS
1	n/a	C	D	C	D	B	C	D
2	n/a	D	D	C	D	B	B	D
3	n/a	C	D	C	D	B	B	C
Facility	n/a	D			D			C

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Layout Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Union Street	73		Signal	3	25	0	0	0
Seg #1	69	503	Signal	6	25	196	0	0
Colorado Boulevard								
Seg #2	56	482	Signal	6	30	281	0	0
Green Street								
Seg #3	61	879	Signal	5	35	99	0	0
Cordova Street								



Traffic Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Union Street	Colorado Boulevard	30	2	0	Yes	2	0	0
2	Colorado Boulevard	Green Street	30	2	0	Yes	2	0	1
3	Green Street	Cordova Street	30	0	0	Yes	2	1	1

Traffic Counts D= 47 K= 7.3 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1460	2	137	25	1800	0.92	590	1512
2	0	0	0	1395	2	14	23	1800	0.92	547	1512
3	0	0	0	1249	2	63	40	1800	0.92	367	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	III	4	0
2	100	42	7	7	III	4	0
3	100	42	7	7	III	4	0



Transit Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Union Street	Colorado Boulevard	1	No	32	0	0	100
2	Colorado Boulevard	Green Street	1	No	32	0	100	100
3	Green Street	Cordova Street	1	No	32	0	0	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.1498	0.6240	1.9656	2.57	3.44	C
2	Yes	No	No RTs	Typical	2.7951	0.6209	1.7355	2.50	3.77	D
3	Yes	No	No RTs	Typical	2.7951	0.7004	1.9577	2.19	3.39	C
Avg									3.50	D

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Transit Data Report - continued

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)	
From	To						
Union Street	Colorado Boulevard	MTA 267	2	80	75	0	
		MTA 687	2	80	75	0	
		LADTO	2	80	75	0	
		CE 549					
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)	
From	To						
Colorado Boulevard	Green Street	MTA 267	2	80	75	0	
		LADOT	2	80	75	0	
		CE 549					
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)	
From	To						
Green Street	Cordova Street	MTA 267	2	80	75	0	
		LADOT	2	80	75	0	
		CE 549					

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Cross Section Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013


Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Union Street	Colorado Boulevard	0	No	0	No	Yes	3	No
2	Colorado Boulevard	Green Street	0	No	0	No	Yes	3	No
3	Green Street	Cordova Street	0	No	22	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	35	0	0	2	0
2	[1]	[2]	0	0	0	0	0	0	0	2	0
3	[1]	[2]	0	0	0	0	18	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Seg	Side walk	Buffer	Shldr Prkq	Bike Lane	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Median	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Bike Lane	Shldr Prkq	Buffer	Side walk
1	10	0	0	0	0	0	13	10	10	10	10	0	0	0	8	0	10
2	12	0	0	0	0	0	12	10	10	10	18	0	0	0	0	0	10
3	12	0	8	0	0	0	12	11	0	10	24	0	0	0	0	0	10

Results Summary

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Cordova Street	Transit	n/a	n/a	3.40	C	3.40	C
to	Bike	0.28	A	1.95	A	3.38	C
Green Street	Ped	2.52	B	2.32	B	3.45	C
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.79	D	3.79	D
to	Bike	2.03	B	2.85	C	3.79	D
Colorado Boulevard	Ped	2.82	C	2.43	B	3.53	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.31	C	3.31	C
to	Bike	3.39	C	4.26	E	3.86	D
Union Street	Ped	2.46	B	1.98	A	3.33	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.47	C	C	100%	3
	Bike	3.61	D	C	67%	3
	Ped	3.44	C	C	100%	3
	Overall		D	C	75%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	C	A	A	C	B	B	C
2	n/a	D	C	B	D	B	C	D
3	n/a	C	E	C	D	A	B	C
Facility	n/a	C			D			C

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Layout Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Cordova Street	67		Signal	5	35	254	0	0
Seg #1	48	894	Signal	3	30	0	0	0
Green Street								
Seg #2	71	463	Signal	6	25	258	0	0
Colorado Boulevard								
Seg #3	54	513	Signal	5	25	186	0	0
Union Street								



Traffic Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Cordova Street	Green Street	30	0	0	No	2	1	1
2	Green Street	Colorado Boulevard	30	2	0	Yes	2	1	0
3	Colorado Boulevard	Union Street	30	2	0	Yes	2	0	0

Traffic Counts D= 55 K= 7.3 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1185	2	151	7	1800	0.92	634	1512
2	0	0	0	1393	2	128	22	1800	0.92	633	1512
3	0	0	0	1353	2	24	20	1800	0.92	563	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	III	4	0
2	100	42	7	7	III	4	0
3	100	42	7	7	III	4	0



Transit Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Cordova Street	Green Street	1	No	32	0	0	100
2	Green Street	Colorado Boulevard	1	No	32	0	100	100
3	Colorado Boulevard	Union Street	1	No	32	0	100	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	2.7951	0.7024	1.9634	2.32	3.40	C
2	Yes	No	No RTs	Typical	2.7951	0.6137	1.7154	2.43	3.79	D
3	Yes	No	No RTs	Typical	3.1498	0.6316	1.9893	1.98	3.31	C
Avg									3.47	C

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Transit Data Report - continued

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Cordova Street	Green Street	MTA 267	2	80	75	0
		LADOT	2	80	75	0
		CE 549				
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Colorado Boulevard	MTA 267	2	80	75	0
		LADOT	2	80	75	0
		CE 549				
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Union Street	MTA 267	2	80	75	0
		MTA 687	2	80	75	0
		LADOT	2	80	75	0
CE 549						

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Cross Section Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013


Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Cordova Street	Green Street	0	No	0	No	Yes	3	No
2	Green Street	Colorado Boulevard	0	No	0	No	Yes	3	No
3	Colorado Boulevard	Union Street	0	No	43	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	19	0	0	2	0
2	[1]	[2]	0	0	0	0	47	0	0	2	0
3	[1]	[2]	0	0	0	0	65	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Seg	Side walk	Buffer	Shldr Prkq	Bike Lane	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Median	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Bike Lane	Shldr Prkq	Buffer	Side walk
1	10	0	0	0	0	0	24	10	0	11	13	0	0	0	0	0	12
2	10	0	0	0	0	0	18	10	10	10	12	0	0	0	0	0	12
3	10	0	8	0	0	0	10	10	10	10	12	0	0	0	8	0	10

Results Summary

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Union Street	Transit	n/a	n/a	3.44	C	3.44	C
to	Bike	3.06	C	3.77	D	3.69	D
Colorado Boulevard	Ped	3.06	C	2.59	B	3.61	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.78	D	3.78	D
to	Bike	3.03	C	3.80	D	3.69	D
Green Street	Ped	2.76	C	2.53	B	3.54	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.43	C	3.43	C
to	Bike	3.19	C	3.93	D	3.96	D
Cordova Street	Ped	2.59	B	2.44	B	3.49	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

Facility	Auto	Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Auto	n/a	n/a			
	Transit	3.52	D	C	67%	3
	Bike	3.81	D	C	67%	3
	Ped	3.54	D	C	67%	3
	Overall		D	C	58%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	C	D	C	D	B	C	D
2	n/a	D	D	C	D	B	C	D
3	n/a	C	D	C	D	B	B	C
Facility	n/a	D			D			D

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Layout Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Union Street	73		Signal	3	25	0	0	0
Seg #1	69	503	Signal	6	25	406	0	0
Colorado Boulevard								
Seg #2	56	482	Signal	6	30	373	0	0
Green Street								
Seg #3	61	879	Signal	5	35	153	0	0
Cordova Street								



Traffic Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Union Street	Colorado Boulevard	30	2	0	Yes	2	0	0
2	Colorado Boulevard	Green Street	30	2	0	Yes	2	0	1
3	Green Street	Cordova Street	30	0	0	Yes	2	1	1

Traffic Counts D= 48 K= 8.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1619	2	207	29	1800	0.92	570	1512
2	0	0	0	1586	2	33	14	1800	0.92	641	1512
3	0	0	0	1390	2	16	34	1800	0.92	556	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	III	4	0
2	100	42	7	7	III	4	0
3	100	42	7	7	III	4	0



Transit Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Union Street	Colorado Boulevard	1	No	32	0	0	100
2	Colorado Boulevard	Green Street	1	No	32	0	100	100
3	Green Street	Cordova Street	1	No	32	0	0	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.1498	0.6240	1.9656	2.59	3.44	C
2	Yes	No	No RTs	Typical	2.7951	0.6209	1.7355	2.53	3.78	D
3	Yes	No	No RTs	Typical	2.7951	0.7004	1.9577	2.44	3.43	C
Avg									3.52	D

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Transit Data Report - continued

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)	
From	To						
Union Street	Colorado Boulevard	MTA 267	2	80	75	0	
		MTA 687	2	80	75	0	
		LADTO	2	80	75	0	
		CE 549					
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)	
From	To						
Colorado Boulevard	Green Street	MTA 267	2	80	75	0	
		LADOT	2	80	75	0	
		CE 549					
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)	
From	To						
Green Street	Cordova Street	MTA 267	2	80	75	0	
		LADOT	2	80	75	0	
		CE 549					

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Cross Section Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013


Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Union Street	Colorado Boulevard	0	No	0	No	Yes	3	No
2	Colorado Boulevard	Green Street	0	No	0	No	Yes	3	No
3	Green Street	Cordova Street	0	No	22	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	35	0	0	2	0
2	[1]	[2]	0	0	0	0	0	0	0	2	0
3	[1]	[2]	0	0	0	0	18	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Seq	Side walk	Buffer	Shldr Prkq	Bike Lane	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Median	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Bike Lane	Shldr Prkq	Buffer	Side walk
1	10	0	0	0	0	0	13	10	10	10	10	0	0	0	8	0	10
2	12	0	0	0	0	0	12	10	10	10	18	0	0	0	0	0	10
3	12	0	8	0	0	0	12	11	0	10	24	0	0	0	0	0	10

Results Summary

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Cordova Street	Transit	n/a	n/a	3.41	C	3.41	C
to	Bike	0.33	A	1.99	A	3.39	C
Green Street	Ped	2.50	B	2.39	B	3.46	C
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.82	D	3.82	D
to	Bike	2.17	B	2.92	C	3.81	D
Colorado Boulevard	Ped	2.96	C	2.62	B	3.60	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.37	C	3.37	C
to	Bike	3.68	D	4.45	E	4.00	D
Union Street	Ped	2.55	B	2.37	B	3.47	C

Using HCM 2010 Methodologies



Results Summary - continued

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
Facility	Auto	n/a	n/a			
	Transit	3.50	D	C	67%	3
	Bike	3.66	D	C	67%	3
	Ped	3.50	C	C	100%	3
	Overall		D	C	67%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	C	A	A	C	B	B	C
2	n/a	D	C	B	D	B	C	D
3	n/a	C	E	D	D	B	B	C
Facility	n/a	D			D			C



Layout Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Cordova Street	67		Signal	5	35	349	0	0
Seg #1	48	894	Signal	3	30	0	0	0
Green Street								
Seg #2	71	463	Signal	6	25	401	0	0
Colorado Boulevard								
Seg #3	54	513	Signal	5	25	206	0	0
Union Street								



Traffic Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Cordova Street	Green Street	30	0	0	No	2	1	1
2	Green Street	Colorado Boulevard	30	2	0	Yes	2	1	0
3	Colorado Boulevard	Union Street	30	2	0	Yes	2	0	0

Traffic Counts D= 52 K= 8.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1403	2	97	4	1800	0.92	714	1512
2	0	0	0	1602	2	152	23	1800	0.92	758	1512
3	0	0	0	1632	2	55	11	1800	0.92	936	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	III	4	0
2	100	42	7	7	III	4	0
3	100	42	7	7	III	4	0



Transit Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Cordova Street	Green Street	1	No	32	0	0	100
2	Green Street	Colorado Boulevard	1	No	32	0	100	100
3	Colorado Boulevard	Union Street	1	No	32	0	100	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	2.7951	0.7024	1.9634	2.39	3.41	C
2	Yes	No	No RTs	Typical	2.7951	0.6137	1.7154	2.62	3.82	D
3	Yes	No	No RTs	Typical	3.1498	0.6316	1.9893	2.37	3.37	C
Avg									3.50	D

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Transit Data Report - continued

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Cordova Street	Green Street	MTA 267	2	80	75	0
		LADOT	2	80	75	0
		CE 549				
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Colorado Boulevard	MTA 267	2	80	75	0
		LADOT	2	80	75	0
		CE 549				
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Union Street	MTA 267	2	80	75	0
		MTA 687	2	80	75	0
		LADOT	2	80	75	0
		CE 549				

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Cross Section Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013


Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Cordova Street	Green Street	0	No	0	No	Yes	3	No
2	Green Street	Colorado Boulevard	0	No	0	No	Yes	3	No
3	Colorado Boulevard	Union Street	0	No	43	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	19	0	0	2	0
2	[1]	[2]	0	0	0	0	47	0	0	2	0
3	[1]	[2]	0	0	0	0	65	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Seq	Side walk	Buffer	Shldr Prkq	Bike Lane	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Median	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Bike Lane	Shldr Prkq	Buffer	Side walk
1	10	0	0	0	0	0	24	10	0	11	13	0	0	0	0	0	0	12
2	10	0	0	0	0	0	18	10	10	10	12	0	0	0	0	0	0	12
3	10	0	8	0	0	0	10	10	10	10	12	0	0	0	8	0	0	10

Results Summary

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Marengo Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.06	B	3.79	D	3.54	D
Garfield Avenue	Ped	n/a		2.40	B	n/a	
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.76	C	3.31	C	3.55	D
Euclid Avenue	Ped	1.79	A	2.25	B	3.26	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.04	C	3.48	C	4.06	D
Los Robles Avenue	Ped	2.45	B	2.26	B	3.42	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
Transit	n/a	n/a				
Bike	3.71	D	C		3	
Ped	2.54	B	C		3	
Overall			C	C	83%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	n/a	D	B	D	B	n/a	n/a
2	n/a	n/a	C	C	D	B	A	C
3	n/a	n/a	C	C	D	B	B	C
Facility	n/a	n/a			D			C

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Layout Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/in	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Marengo Avenue	66		Signal	5	25	276	0	0
Seg #1	0	522	Signal	0	0	0	0	0
Garfield Avenue								
Seg #2	50	411	Signal	2	25	41	0	0
Euclid Avenue								
Seg #3	59	440	Signal	4	30	348	0	0
Los Robles Avenue								

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Traffic Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Marengo Avenue	Garfield Avenue	30	1	0	Yes	4	0	0
2	Garfield Avenue	Euclid Avenue	30	1	0	Yes	4	0	0
3	Euclid Avenue	Los Robles Avenue	30	1	0	Yes	3	1	0

Traffic Counts D= 100 K= 5.1 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1105	2	0	18	1800	0.92	985	3024
2	0	0	0	978	2	13	7	1800	0.92	989	3024
3	0	0	0	973	2	0	22	1800	0.92	825	2268

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Marengo Avenue	Garfield Avenue	0	No	0	0	0	0
2	Garfield Avenue	Euclid Avenue	0	No	0	0	0	0
3	Euclid Avenue	Los Robles Avenue	0	No	0	0	0	0

Transit Level of Service Calculation (N/A)

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceived Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS

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Transit Data Report - continued

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Marengo Avenue	Garfield Avenue					
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Euclid Avenue					
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Los Robles Avenue					

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Cross Section Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013


Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Marengo Avenue	Garfield Avenue	0	No	0	No	Yes	3	No
2	Garfield Avenue	Euclid Avenue	0	No	0	No	Yes	3	No
3	Euclid Avenue	Los Robles Avenue	0	No	0	No	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	54	0	0	2	0
2	[1]	[2]	0	0	0	0	52	0	0	2	0
3	[1]	[2]	0	0	0	0	2	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Seg	Side walk	Buffer	Shldr Prkq	Bike Lane	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Median	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Bike Lane	Shldr Prkq	Buffer	Side walk
1	18	0	0	0	12	11	11	14	0	0	0	0	0	0	8	0	10
2	18	0	0	0	12	11	11	22	0	0	0	0	0	0	0	0	10
3	12	0	0	0	12	11	11	16	0	0	0	0	0	0	8	0	12

Results Summary

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Marengo Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.17	B	3.89	D	3.57	D
Garfield Avenue	Ped	n/a		2.55	B	n/a	
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.95	C	3.47	C	3.62	D
Euclid Avenue	Ped	1.81	A	2.51	B	3.36	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.29	C	3.62	D	4.14	D
Los Robles Avenue	Ped	2.51	B	2.51	B	3.50	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	n/a	n/a			
	Bike	3.77	D	C		3
	Ped	2.51	B	C		3
	Overall		C	C	83%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	n/a	D	B	D	B	n/a	n/a
2	n/a	n/a	C	C	D	B	A	C
3	n/a	n/a	D	C	D	B	B	C
Facility	n/a	n/a			D			C

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Layout Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Marengo Avenue	66		Signal	5	25	254	0	0
Seg #1	0	522	Signal	0	0	0	0	0
Garfield Avenue								
Seg #2	50	411	Signal	2	25	57	0	0
Euclid Avenue								
Seg #3	59	440	Signal	4	30	379	0	0
Los Robles Avenue								

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Traffic Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Marengo Avenue	Garfield Avenue	30	1	0	Yes	4	0	0
2	Garfield Avenue	Euclid Avenue	30	1	0	Yes	4	0	0
3	Euclid Avenue	Los Robles Avenue	30	1	0	Yes	3	1	0

Traffic Counts D= 100 K= 9.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1357	2	0	9	1800	0.92	1342	3024
2	0	0	0	1405	2	17	7	1800	0.92	1420	3024
3	0	0	0	1383	2	0	27	1800	0.92	1097	2268

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Marengo Avenue	Garfield Avenue	0	No	0	0	0	0
2	Garfield Avenue	Euclid Avenue	0	No	0	0	0	0
3	Euclid Avenue	Los Robles Avenue	0	No	0	0	0	0

Transit Level of Service Calculation (N/A)

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS

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Transit Data Report - continued

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Marengo Avenue	Garfield Avenue					
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Euclid Avenue					
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Los Robles Avenue					

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Cross Section Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013


Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Marengo Avenue	Garfield Avenue	0	No	0	No	Yes	3	No
2	Garfield Avenue	Euclid Avenue	0	No	0	No	Yes	3	No
3	Euclid Avenue	Los Robles Avenue	0	No	0	No	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	54	0	0	2	0
2	[1]	[2]	0	0	0	0	52	0	0	2	0
3	[1]	[2]	0	0	0	0	2	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Seg	Side walk	Buffer	Shldr Prkq	Bike Lane	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Median	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Bike Lane	Shldr Prkq	Buffer	Side walk
1	18	0	0	0	12	11	11	14	0	0	0	0	0	0	8	0	10
2	18	0	0	0	12	11	11	22	0	0	0	0	0	0	0	0	10
3	12	0	0	0	12	11	11	16	0	0	0	0	0	0	8	0	12

Results Summary

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Marengo Avenue	Transit	n/a	n/a	2.75	B	2.75	B
to	Bike	1.40	A	3.84	D	3.51	D
Garfield Avenue	Ped	n/a		1.67	A	n/a	
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	3.01	C	3.01	C
to	Bike	0.52	A	1.29	A	3.08	C
Euclid Avenue	Ped	2.03	B	1.98	A	3.22	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	1.61	A	1.61	A
to	Bike	2.27	B	3.31	C	3.49	C
Los Robles Avenue	Ped	2.85	C	1.63	A	3.30	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	2.46	B	C	100%	3
	Bike	3.37	C	C	100%	3
	Ped	3.30	C	C	100%	3
	Overall		C	C	100%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	B	D	A	D	A	n/a	n/a
2	n/a	C	A	A	C	A	B	C
3	n/a	A	C	B	C	A	C	C
Facility	n/a	B			C			C

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Layout Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Marengo Avenue	86		Signal	6	25	258	0	0
Seg #1	0	522	Signal	0	0	0	0	0
Garfield Avenue								
Seg #2	56	411	Signal	3	25	19	0	0
Euclid Avenue								
Seg #3	60	440	Signal	6	30	322	0	0
Los Robles Avenue								

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Traffic Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Marengo Avenue	Garfield Avenue	25	0	0	Yes	2	0	0
2	Garfield Avenue	Euclid Avenue	25	0	0	Yes	2	0	0
3	Euclid Avenue	Los Robles Avenue	25	0	0	Yes	2	0	0

Traffic Counts D= 45 K= 5 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1112	2	0	7	1800	0.92	547	1512
2	0	0	0	1107	2	34	16	1800	0.92	467	1512
3	0	0	0	1138	2	94	26	1800	0.92	387	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ag't x Xing Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Marengo Avenue	Garfield Avenue	1	No	32	0	0	0
2	Garfield Avenue	Euclid Avenue	1	No	32	0	100	100
3	Euclid Avenue	Los Robles Avenue	0	No	0	0	0	0

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.6937	0.6325	2.3364	1.67	2.75	B
2	Yes	No	No RTs	Typical	3.6937	0.5932	2.1913	1.98	3.01	C
3	Yes	No	No RTs	Typical	3.6937	0.8360	3.0880	1.63	1.61	A
Avg									2.46	B

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Transit Data Report - continued

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Marengo Avenue	Garfield Avenue	MTA 180	2	80	75	11
		MAT 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Euclid Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Los Robles Avenue	MTA 180	2	80	75	0
		MTA 181	2	80	75	0
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

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Cross Section Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013


Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Marengo Avenue	Garfield Avenue	0	No	52	Yes	Yes	3	No
2	Garfield Avenue	Euclid Avenue	0	No	0	No	Yes	3	No
3	Euclid Avenue	Los Robles Avenue	0	No	43	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	86	0	0	2	0
2	[1]	[2]	0	0	0	0	72	0	0	2	0
3	[1]	[2]	0	0	0	0	70	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Seg	Side walk	Buffer	Shldr Prkq	Bike Lane	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Median	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Bike Lane	Shldr Prkq	Buffer	Side walk
1	15	0	8	0	0	0	15	10	10	10	11	0	0	0	8	0	15
2	15	0	0	0	0	0	23	10	10	10	11	0	0	0	8	0	16
3	16	0	8	0	0	0	15	10	10	11	10	0	0	0	8	0	15

Results Summary

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Los Robles Avenue	Transit	n/a	n/a	2.93	C	2.93	C
to	Bike	3.23	C	3.58	D	3.70	D
Euclid Avenue	Ped	2.09	B	2.15	B	3.30	C
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	3.00	C	3.00	C
to	Bike	3.18	C	3.70	D	3.71	D
Garfield Avenue	Ped	2.06	B	1.73	A	3.13	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	2.74	B	2.74	B
to	Bike	3.16	C	3.63	D	3.69	D
Marengo Avenue	Ped	2.56	B	2.03	B	3.38	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	2.87	C	C	100%	3
	Bike	3.70	D	C	67%	3
	Ped	3.28	C	C	100%	3
	Overall		D	C	75%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	N/A	C	D	C	D	B	B	C
2	N/A	C	D	C	D	A	B	C
3	N/A	B	D	C	D	B	B	C
Facility	N/A	C			D			C

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Layout Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Los Robles Avenue	70		Signal	6	30	301	0	0
Seg #1	44	453	Signal	3	25	32	0	0
Euclid Avenue								
Seg #2	58	395	Signal	3	25	7	0	0
Garfield Avenue								
Seg #3	59	526	Signal	5	25	345	0	0
Marengo Avenue								



Traffic Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Los Robles Avenue	Euclid Avenue	25	0	0	Yes	2	0	0
2	Euclid Avenue	Garfield Avenue	25	0	0	No	2	0	0
3	Garfield Avenue	Marengo Avenue	25	0	0	Yes	2	0	0

Traffic Counts D= 55 K= 5 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1104	2	62	12	1800	0.92	611	1512
2	0	0	0	1098	2	54	5	1800	0.92	596	1512
3	0	0	0	1011	2	23	23	1800	0.92	454	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0



Transit Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Los Robles Avenue	Euclid Avenue	1	No	32	0	0	100
2	Euclid Avenue	Garfield Avenue	1	No	32	0	100	100
3	Garfield Avenue	Marengo Avenue	1	No	32	0	100	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.7233	0.6081	2.2643	2.15	2.93	C
2	Yes	No	No RTs	Typical	3.7233	0.5845	2.1763	1.73	3.00	C
3	Yes	No	No RTs	Typical	3.7233	0.6382	2.3763	2.03	2.74	B
Avg									2.87	C



Transit Data Report - continued

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Los Robles Avenue	Euclid Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	4	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Garfield Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	4	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Marengo Avenue	MTA 180	2	80	75	0
		MTA 181	2	80	75	0
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	4	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0



Cross Section Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013


Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Los Robles Avenue	Euclid Avenue	0	No	21	Yes	Yes	3	No
2	Euclid Avenue	Garfield Avenue	0	No	49	Yes	Yes	3	No
3	Garfield Avenue	Marengo Avenue	0	No	23	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	21	0	0	2	0
2	[1]	[2]	0	0	0	0	48	0	0	2	0
3	[1]	[2]	0	0	0	0	67	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Seq	Side walk	Buffer	Shldr Prkq	Bike Lane	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Median	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Bike Lane	Shldr Prkq	Buffer	Side walk
1	15	0	8	0	0	0	10	11	10	10	15	0	0	0	8	0	16
2	16	0	8	0	0	0	11	10	10	9	23	0	0	0	0	0	15
3	15	0	8	0	0	0	11	10	10	10	15	0	0	0	8	0	15

Results Summary

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Marengo Avenue	Transit	n/a	n/a	2.79	C	2.79	C
to	Bike	1.61	A	4.01	D	3.55	D
Garfield Avenue	Ped	n/a		1.96	A	n/a	
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	3.07	C	3.07	C
to	Bike	0.81	A	1.54	A	3.12	C
Euclid Avenue	Ped	2.20	B	2.39	B	3.41	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	0.96	A	0.96	A
to	Bike	2.67	B	3.59	D	3.58	D
Los Robles Avenue	Ped	2.86	C	2.18	B	3.47	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	2.29	B	C	100%	3
	Bike	3.43	C	C	100%	3
	Ped	3.47	C	C	100%	3
	Overall		C	C	100%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	C	D	A	D	A	n/a	n/a
2	n/a	C	A	A	C	B	B	C
3	n/a	A	D	B	D	B	C	C
Facility	n/a	B			C			C

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Layout Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/in	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Marengo Avenue	86		Signal	6	25	287	0	0
Seg #1	0	522	Signal	0	0	0	0	0
Garfield Avenue								
Seg #2	56	411	Signal	3	25	121	0	0
Euclid Avenue								
Seg #3	60	440	Signal	6	30	386	0	0
Los Robles Avenue								

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Traffic Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Marengo Avenue	Garfield Avenue	25	0	0	Yes	2	0	0
2	Garfield Avenue	Euclid Avenue	25	0	0	Yes	2	0	0
3	Euclid Avenue	Los Robles Avenue	25	0	0	Yes	2	0	0

Traffic Counts D= 50 K= 7.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1611	2	0	4	1800	0.92	810	1512
2	0	0	0	1724	2	92	13	1800	0.92	798	1512
3	0	0	0	1907	2	72	22	1800	0.92	793	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Marengo Avenue	Garfield Avenue	1	No	32	0	0	0
2	Garfield Avenue	Euclid Avenue	1	No	32	0	100	100
3	Euclid Avenue	Los Robles Avenue	0	No	0	0	0	0

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.6937	0.6325	2.3364	1.96	2.79	C
2	Yes	No	No RTs	Typical	3.6937	0.5932	2.1913	2.39	3.07	C
3	No	No	No RTs	Typical	3.6937	0.9679	3.5750	2.18	0.96	A
Avg									2.29	B

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Transit Data Report - continued

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Marengo Avenue	Garfield Avenue	MTA 180	2	80	75	11
		MAT 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Euclid Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Los Robles Avenue	MTA 180	2	80	75	0
		MTA 181	2	80	75	0
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

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Cross Section Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

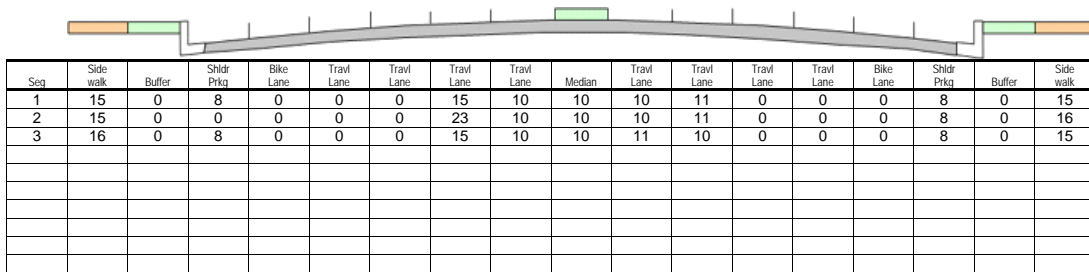
Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Marengo Avenue	Garfield Avenue	0	No	52	Yes	Yes	3	No
2	Garfield Avenue	Euclid Avenue	0	No	0	No	Yes	3	No
3	Euclid Avenue	Los Robles Avenue	0	No	43	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	86	0	0	2	0
2	[1]	[2]	0	0	0	0	72	0	0	2	0
3	[1]	[2]	0	0	0	0	70	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Los Robles Avenue	Transit	n/a	n/a	2.96	C	2.96	C
to	Bike	3.48	C	3.73	D	3.80	D
Euclid Avenue	Ped	2.08	B	2.48	B	3.41	C
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	3.03	C	3.03	C
to	Bike	3.40	C	3.87	D	3.80	D
Garfield Avenue	Ped	2.08	B	2.03	B	3.25	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	2.80	C	2.80	C
to	Bike	3.51	D	3.88	D	3.84	D
Marengo Avenue	Ped	2.60	B	2.50	B	3.51	D

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	2.92	C	C	100%	3
	Bike	3.82	D	C	67%	3
	Ped	3.40	C	C	100%	3
	Overall		D	C	67%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	C	D	C	D	B	B	C
2	n/a	C	D	C	D	B	B	C
3	n/a	C	D	D	D	B	B	D
Facility	n/a	C			D			C

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Layout Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Los Robles Avenue	70		Signal	6	30	293	0	0
Seg #1	44	453	Signal	3	25	79	0	0
Euclid Avenue								
Seg #2	58	395	Signal	3	25	35	0	0
Garfield Avenue								
Seg #3	59	526	Signal	5	25	353	0	0
Marengo Avenue								



Traffic Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Los Robles Avenue	Euclid Avenue	25	0	0	Yes	2	0	0
2	Euclid Avenue	Garfield Avenue	25	0	0	No	2	0	0
3	Garfield Avenue	Marengo Avenue	25	0	0	Yes	2	0	0

Traffic Counts D= 50 K= 7.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1814	2	30	14	1800	0.92	854	1512
2	0	0	0	1645	2	47	4	1800	0.92	857	1512
3	0	0	0	1778	2	34	15	1800	0.92	859	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0



Transit Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Los Robles Avenue	Euclid Avenue	1	No	32	0	0	100
2	Euclid Avenue	Garfield Avenue	1	No	32	0	100	100
3	Garfield Avenue	Marengo Avenue	1	No	32	0	100	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.736	0.6085	2.2732	2.48	2.96	C
2	Yes	No	No RTs	Typical	3.736	0.5848	2.1847	2.03	3.03	C
3	Yes	No	No RTs	Typical	3.736	0.6387	2.3861	2.50	2.80	C
Avg									2.92	C

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Transit Data Report - continued

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Los Robles Avenue	Euclid Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Garfield Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Marengo Avenue	MTA 180	2	80	75	0
		MTA 181	2	80	75	0
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

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Cross Section Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013


Paseo Colorado Center Redevelopment Project
 Existing (2013) Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Los Robles Avenue	Euclid Avenue	0	No	21	Yes	Yes	3	No
2	Euclid Avenue	Garfield Avenue	0	No	49	Yes	Yes	3	No
3	Garfield Avenue	Marengo Avenue	0	No	23	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	21	0	0	2	0
2	[1]	[2]	0	0	0	0	48	0	0	2	0
3	[1]	[2]	0	0	0	0	67	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Seg	Side walk	Buffer	Shldr Prkq	Bike Lane	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Median	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Bike Lane	Shldr Prkq	Buffer	Side walk
1	15	0	8	0	0	0	10	11	10	10	15	0	0	0	8	0	16
2	16	0	8	0	0	0	11	10	10	9	23	0	0	0	0	0	15
3	15	0	8	0	0	0	11	10	10	10	15	0	0	0	8	0	15

MMLOS Worksheets – Baseline (2013) Conditions

Results Summary

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Union Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.01	C	3.22	C	4.12	D
Colorado Boulevard	Ped	2.71	B	2.38	B	3.50	C
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.79	C	3.20	C	3.93	D
Green Street	Ped	2.50	B	2.04	B	3.37	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.17	C	4.37	E	4.04	D
Cordova Street	Ped	2.53	B	1.87	A	3.31	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	n/a	n/a			
	Bike	4.02	D	C	67%	3
	Ped	3.36	C	C	100%	3
	Overall					

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	n/a	C	C	D	B	B	C
2	n/a	n/a	C	C	D	B	B	C
3	n/a	n/a	E	C	D	A	B	C
Facility	n/a	n/a			D			C

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Layout Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Union Street	48		Signal	3	25	0	0	0
Seg #1	70	345	Signal	6	25	221	0	0
Colorado Boulevard								
Seg #2	56	481	Signal	5	30	224	0	0
Green Street								
Seg #3	60	817	Signal	5	35	74	0	0
Cordova Street								

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Traffic Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Union Street	Colorado Boulevard	25	0	0	Yes	2	1	1
2	Colorado Boulevard	Green Street	25	3	100	Yes	2	1	0
3	Green Street	Cordova Street	25	2	0	Yes	2	1	1

Traffic Counts D= 51 K= 7.1 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1207	2	62	17	1800	0.92	598	1512
2	0	0	0	1233	2	0	37	1800	0.92	449	1512
3	0	0	0	1225	2	48	26	1800	0.92	427	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Union Street	Colorado Boulevard	0	No	0	0	0	0
2	Colorado Boulevard	Green Street	0	No	0	0	0	0
3	Green Street	Cordova Street	0	No	0	0	0	0

Transit Level of Service Calculation (N/A)

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceived Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS

—||—

Transit Data Report - continued

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Union Street	Colorado Boulevard					
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Green Street					
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Cordova Street					

—||—

Cross Section Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

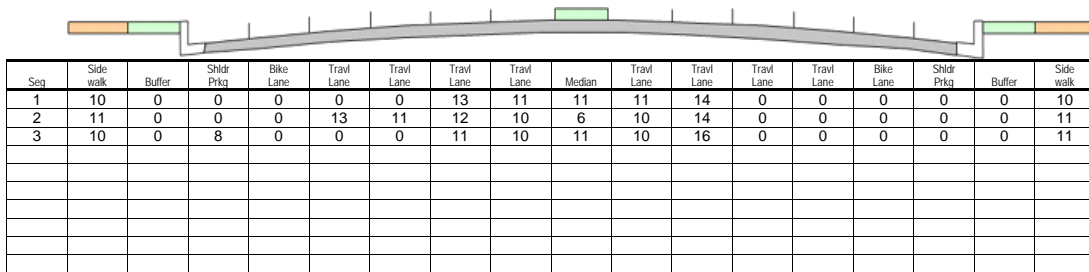
Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Union Street	Colorado Boulevard	0	No	0	No	Yes	3	No
2	Colorado Boulevard	Green Street	0	No	0	No	Yes	3	No
3	Green Street	Cordova Street	0	No	48	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	0	0	2	2	0
2	[1]	[2]	0	0	0	0	0	0	0	2	0
3	[1]	[2]	0	0	0	0	0	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Cordova Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	1.96	A	3.47	C	3.71	D
Green Street	Ped	2.61	B	2.45	B	3.50	C
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.27	C	3.27	C
to	Bike	2.69	B	3.26	C	3.53	D
Colorado Boulevard	Ped	2.69	B	2.28	B	3.47	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.35	C	3.35	C
to	Bike	2.23	B	3.05	C	3.93	D
Union Street	Ped	2.06	B	2.32	B	3.36	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.35	C	C	100%	3
	Bike	3.71	D	C	67%	3
	Ped	3.46	C	C	100%	3
	Overall					

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	n/a	C	A	D	B	B	C
2	n/a	C	C	B	D	B	B	C
3	n/a	C	C	B	D	B	B	C
Facility	n/a	C			D			C

==||==

Layout Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Cordova Street	70		Signal	5	35	269	0	0
Seg #1	46	833	Signal	4	30	0	0	0
Green Street								
Seg #2	70	467	Signal	6	25	233	0	0
Colorado Boulevard								
Seg #3	35	376	Signal	3	25	142	0	0
Union Street								

—||—

Traffic Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Cordova Street	Green Street	25	2	0	No	2	1	1
2	Green Street	Colorado Boulevard	25	3	100	Yes	2	0	1
3	Colorado Boulevard	Union Street	25	0	0	Yes	2	1	1

Traffic Counts D= 49 K= 7.1 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1111	2	121	19	1800	0.92	541	1512
2	0	0	0	1237	2	53	15	1800	0.92	507	1512
3	0	0	0	1278	2	0	11	1800	0.92	605	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

—||—

Transit Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Cordova Street	Green Street	0	No	0	0	0	0
2	Green Street	Colorado Boulevard	0	No	0	0	0	0
3	Colorado Boulevard	Union Street	0	No	0	0	0	0

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2	Yes	No	No RTs	Typical	2.4805	0.8244	2.0450	2.28	3.27	C
3	Yes	No	No RTs	Typical	2.4805	0.8056	1.9982	2.32	3.35	C

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Transit Data Report - continued

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Cordova Street	Green Street					
		ARTS 40	3	80	75	11

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Colorado Boulevard					
		ARTS 40	3	80	75	0

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Cross Section Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

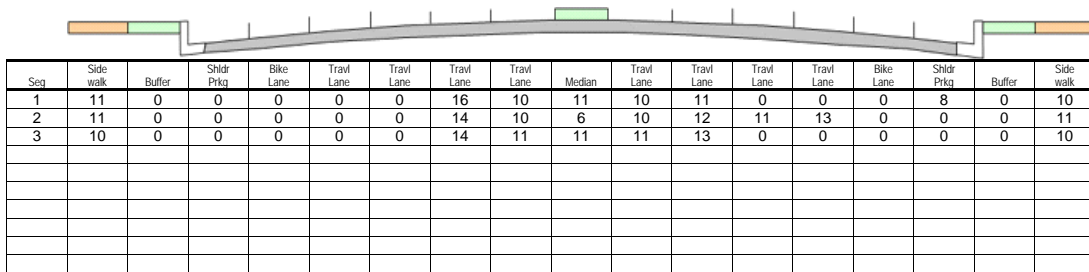
Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Cordova Street	Green Street	0	No	0	No	Yes	3	No
2	Green Street	Colorado Boulevard	0	No	0	No	Yes	3	No
3	Colorado Boulevard	Union Street	0	No	0	No	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	0	25	0	2	0
2	[1]	[2]	0	0	0	0	45	10	0	2	0
3	[1]	[2]	0	0	0	0	96	0	0	1	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Union Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.11	C	3.29	C	4.16	D
Colorado Boulevard	Ped	2.84	C	2.51	B	3.55	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.85	C	3.24	C	3.94	D
Green Street	Ped	2.59	B	2.08	B	3.40	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.39	C	4.55	E	4.13	D
Cordova Street	Ped	2.57	B	2.17	B	3.42	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	n/a	n/a			
	Bike	4.08	D	C	67%	3
	Ped	3.44	C	C	100%	3
	Overall					

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle		Pedestrian			
			Link LOS	Intrsectn LOS	Link LOS	Intrsectn LOS	Segment LOS	
1	n/a	n/a	C	C	D	B	C	D
2	n/a	n/a	C	C	D	B	B	C
3	n/a	n/a	E	C	D	B	B	C
Facility	n/a	n/a			D			C

==||==

Layout Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Union Street	48		Signal	3	25	0	0	0
Seg #1	70	345	Signal	6	25	378	0	0
Colorado Boulevard								
Seg #2	56	481	Signal	5	30	325	0	0
Green Street								
Seg #3	60	817	Signal	5	35	81	0	0
Cordova Street								

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Traffic Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Union Street	Colorado Boulevard	25	0	0	Yes	2	1	1
2	Colorado Boulevard	Green Street	25	3	100	Yes	2	1	0
3	Green Street	Cordova Street	25	2	0	Yes	2	1	1

Traffic Counts D= 53 K= 8.5 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1422	2	81	25	1800	0.92	629	1512
2	0	0	0	1354	2	0	23	1800	0.92	603	1512
3	0	0	0	1413	2	25	30	1800	0.92	596	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

—||—

Transit Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Union Street	Colorado Boulevard	0	No	0	0	0	0
2	Colorado Boulevard	Green Street	0	No	0	0	0	0
3	Green Street	Cordova Street	0	No	0	0	0	0

Transit Level of Service Calculation (N/A)

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceived Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS

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Transit Data Report - continued

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Union Street	Colorado Boulevard					
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Green Street					
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Cordova Street					

—||—

Cross Section Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013


Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Union Street	Colorado Boulevard	0	No	0	No	Yes	3	No
2	Colorado Boulevard	Green Street	0	No	0	No	Yes	3	No
3	Green Street	Cordova Street	0	No	48	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	0	0	2	2	0
2	[1]	[2]	0	0	0	0	0	0	0	2	0
3	[1]	[2]	0	0	0	0	0	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Seg	Side walk	Buffer	Shldr Prkq	Bike Lane	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Median	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Bike Lane	Shldr Prkq	Buffer	Side walk
1	10	0	0	0	0	0	13	11	11	11	14	0	0	0	0	0	10
2	11	0	0	0	13	11	12	10	6	10	14	0	0	0	0	0	11
3	10	0	8	0	0	0	11	10	11	10	16	0	0	0	0	0	11

Results Summary

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Cordova Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.04	B	3.54	D	3.72	D
Green Street	Ped	2.63	B	2.56	B	3.53	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.29	C	3.29	C
to	Bike	2.78	C	3.33	C	3.56	D
Colorado Boulevard	Ped	3.01	C	2.40	B	3.55	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.35	C	3.35	C
to	Bike	2.21	B	3.03	C	3.93	D
Union Street	Ped	2.25	B	2.30	B	3.39	C

Using HCM 2010 Methodologies

==||==

Results Summary - continued

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.35	C	C	33%	3
	Bike	3.72	D	C	67%	3
	Ped	3.51	D	C	67%	3
	Overall					

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	n/a	D	B	D	B	B	D
2	n/a	C	C	C	D	B	C	D
3	n/a	C	C	B	D	B	B	C
Facility	n/a	C			D			D

==||==

Layout Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/in	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Cordova Street	70		Signal	5	35	387	0	0
Seg #1	46	833	Signal	4	30	0	0	0
Green Street								
Seg #2	70	467	Signal	6	25	446	0	0
Colorado Boulevard								
Seg #3	35	376	Signal	3	25	378	0	0
Union Street								

==||==

Traffic Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Cordova Street	Green Street	25	2	0	No	2	1	1
2	Green Street	Colorado Boulevard	25	3	100	Yes	2	0	1
3	Colorado Boulevard	Union Street	25	0	0	Yes	2	1	1

Traffic Counts D= 47 K= 8.5 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1481	2	85	34	1800	0.92	506	1512
2	0	0	0	1365	2	177	20	1800	0.92	563	1512
3	0	0	0	1283	2	0	7	1800	0.92	610	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7		4	0

==||==

Transit Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Cordova Street	Green Street	0	No	0	0	0	0
2	Green Street	Colorado Boulevard	0	No	0	0	0	0
3	Colorado Boulevard	Union Street	0	No	0	0	0	0

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2	Yes	No	No RTs	Typical	2.4805	0.8240	2.0439	2.40	3.29	C
3	Yes	No	No RTs	Typical	2.4805	0.8057	1.9986	2.30	3.35	C

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Transit Data Report - continued

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Cordova Street	Green Street					
		ARTS 40	3	80	75	11

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Colorado Boulevard					
		ARTS 40	3	80	75	0

==||==

Cross Section Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

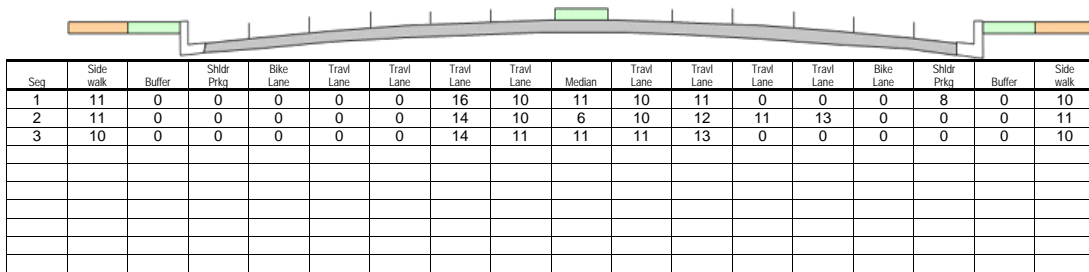
Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Cordova Street	Green Street	0	No	0	No	Yes	3	No
2	Green Street	Colorado Boulevard	0	No	0	No	Yes	3	No
3	Colorado Boulevard	Union Street	0	No	0	No	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	0	25	0	2	0
2	[1]	[2]	0	0	0	0	45	10	0	2	0
3	[1]	[2]	0	0	0	0	96	0	0	1	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Union Street	Transit	n/a	n/a	3.44	C	3.44	C
to	Bike	3.05	C	3.76	D	3.69	D
Colorado Boulevard	Ped	2.85	C	2.57	B	3.57	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.77	D	3.77	D
to	Bike	3.01	C	3.78	D	3.68	D
Green Street	Ped	2.66	B	2.50	B	3.52	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.39	C	3.39	C
to	Bike	3.00	C	3.78	D	3.89	D
Cordova Street	Ped	2.61	B	2.20	B	3.43	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.50	D	C	67%	3
	Bike	3.78	D	C	67%	3
	Ped	3.49	C	C	100%	3
	Overall		D	C	67%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	C	D	C	D	B	C	D
2	n/a	D	D	C	D	B	B	D
3	n/a	C	D	C	D	B	B	C
Facility	n/a	D			D			C

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Layout Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Union Street	73		Signal	3	25	0	0	0
Seg #1	69	503	Signal	6	25	198	0	0
Colorado Boulevard								
Seg #2	56	482	Signal	6	30	281	0	0
Green Street								
Seg #3	61	879	Signal	5	35	99	0	0
Cordova Street								

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Traffic Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Union Street	Colorado Boulevard	30	2	0	Yes	2	0	0
2	Colorado Boulevard	Green Street	30	2	0	Yes	2	0	1
3	Green Street	Cordova Street	30	0	0	Yes	2	1	1

Traffic Counts D= 47 K= 7.3 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1469	2	143	25	1800	0.92	594	1512
2	0	0	0	1406	2	16	23	1800	0.92	551	1512
3	0	0	0	1260	2	63	41	1800	0.92	366	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	III	4	0
2	100	42	7	7	III	4	0
3	100	42	7	7	III	4	0

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Transit Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Union Street	Colorado Boulevard	1	No	32	0	0	100
2	Colorado Boulevard	Green Street	1	No	32	0	100	100
3	Green Street	Cordova Street	1	No	32	0	0	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.1498	0.6240	1.9656	2.57	3.44	C
2	Yes	No	No RTs	Typical	2.7951	0.6209	1.7355	2.50	3.77	D
3	Yes	No	No RTs	Typical	2.7951	0.7004	1.9577	2.20	3.39	C
Avg									3.50	D

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Transit Data Report - continued

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Union Street	Colorado Boulevard	MTA 267	2	80	75	0
		MTA 687	2	80	75	0
		LADTO	2	80	75	0
		CE 549				
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Green Street	MTA 267	2	80	75	0
		LADOT	2	80	75	0
		CE 549				
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Cordova Street	MTA 267	2	80	75	0
		LADOT	2	80	75	0
		CE 549				

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Cross Section Data Report


Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Union Street	Colorado Boulevard	0	No	0	No	Yes	3	No
2	Colorado Boulevard	Green Street	0	No	0	No	Yes	3	No
3	Green Street	Cordova Street	0	No	22	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	35	0	0	2	0
2	[1]	[2]	0	0	0	0	0	0	0	2	0
3	[1]	[2]	0	0	0	0	18	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.
 [2] Only needed if bike speed and delay are to be calculated.



Seg	Side walk	Buffer	Shldr Prkq	Bike Lane	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Median	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Bike Lane	Shldr Prkq	Buffer	Side walk
1	10	0	0	0	0	0	13	10	10	10	10	0	0	0	8	0	10
2	12	0	0	0	0	0	12	10	10	10	18	0	0	0	0	0	10
3	12	0	8	0	0	0	12	11	0	10	24	0	0	0	0	0	10

Results Summary

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Cordova Street	Transit	n/a	n/a	3.40	C	3.40	C
to	Bike	0.29	A	1.95	A	3.38	C
Green Street	Ped	2.52	B	2.33	B	3.45	C
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.79	D	3.79	D
to	Bike	2.03	B	2.85	C	3.79	D
Colorado Boulevard	Ped	2.82	C	2.44	B	3.53	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.31	C	3.31	C
to	Bike	3.40	C	4.26	E	3.86	D
Union Street	Ped	2.46	B	1.98	A	3.33	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.48	C	C	100%	3
	Bike	3.62	D	C	67%	3
	Ped	3.44	C	C	100%	3
	Overall		D	C	75%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	C	A	A	C	B	B	C
2	n/a	D	C	B	D	B	C	D
3	n/a	C	E	C	D	A	B	C
Facility	n/a	C			D			C

—||—

Layout Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Cordova Street	67		Signal	5	35	255	0	0
Seg #1	48	894	Signal	3	30	0	0	0
Green Street								
Seg #2	71	463	Signal	6	25	262	0	0
Colorado Boulevard								
Seg #3	54	513	Signal	5	25	186	0	0
Union Street								

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Traffic Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Cordova Street	Green Street	30	0	0	No	2	1	1
2	Green Street	Colorado Boulevard	30	2	0	Yes	2	1	0
3	Colorado Boulevard	Union Street	30	2	0	Yes	2	0	0

Traffic Counts D= 55 K= 7.3 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1199	2	151	7	1800	0.92	637	1512
2	0	0	0	1404	2	128	23	1800	0.92	630	1512
3	0	0	0	1362	2	24	20	1800	0.92	566	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	III	4	0
2	100	42	7	7	III	4	0
3	100	42	7	7	III	4	0

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Transit Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Cordova Street	Green Street	1	No	32	0	0	100
2	Green Street	Colorado Boulevard	1	No	32	0	100	100
3	Colorado Boulevard	Union Street	1	No	32	0	100	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	2.7951	0.7024	1.9634	2.33	3.40	C
2	Yes	No	No RTs	Typical	2.7951	0.6137	1.7154	2.44	3.79	D
3	Yes	No	No RTs	Typical	3.1498	0.6316	1.9893	1.98	3.31	C
Avg									3.48	C

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Transit Data Report - continued

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Cordova Street	Green Street	MTA 267	2	80	75	0
		LADOT CE 549	2	80	75	0
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Colorado Boulevard	MTA 267	2	80	75	0
		LADOT CE 549	2	80	75	0
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Union Street	MTA 267	2	80	75	0
		MTA 687	2	80	75	0
		LADOT CE 549	2	80	75	0

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Cross Section Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

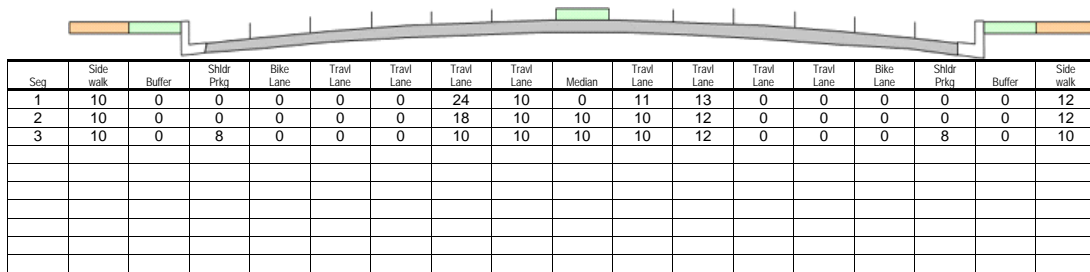
Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Cordova Street	Green Street	0	No	0	No	Yes	3	No
2	Green Street	Colorado Boulevard	0	No	0	No	Yes	3	No
3	Colorado Boulevard	Union Street	0	No	43	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	19	0	0	2	0
2	[1]	[2]	0	0	0	0	47	0	0	2	0
3	[1]	[2]	0	0	0	0	65	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Union Street	Transit	n/a	n/a	3.44	C	3.44	C
to	Bike	3.08	C	3.78	D	3.69	D
Colorado Boulevard	Ped	3.12	C	2.61	B	3.62	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.78	D	3.78	D
to	Bike	3.05	C	3.81	D	3.69	D
Green Street	Ped	2.78	C	2.56	B	3.55	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.44	C	3.44	C
to	Bike	3.23	C	3.95	D	3.97	D
Cordova Street	Ped	2.60	B	2.50	B	3.51	D

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.53	D	C	67%	3
	Bike	3.82	D	C	67%	3
	Ped	3.55	D	C	67%	3
	Overall		D	C	58%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	C	D	C	D	B	C	D
2	n/a	D	D	C	D	B	C	D
3	n/a	C	D	C	D	B	B	D
Facility	n/a	D			D			D

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Layout Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Union Street	73		Signal	3	25	0	0	0
Seg #1	69	503	Signal	6	25	420	0	0
Colorado Boulevard								
Seg #2	56	482	Signal	6	30	376	0	0
Green Street								
Seg #3	61	879	Signal	5	35	153	0	0
Cordova Street								

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Traffic Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Union Street	Colorado Boulevard	30	2	0	Yes	2	0	0
2	Colorado Boulevard	Green Street	30	2	0	Yes	2	0	1
3	Green Street	Cordova Street	30	0	0	Yes	2	1	1

Traffic Counts D= 48 K= 8.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1661	2	236	30	1800	0.92	574	1512
2	0	0	0	1635	2	42	14	1800	0.92	659	1512
3	0	0	0	1443	2	16	34	1800	0.92	588	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	III	4	0
2	100	42	7	7	III	4	0
3	100	42	7	7	III	4	0

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Transit Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Union Street	Colorado Boulevard	1	No	32	0	0	100
2	Colorado Boulevard	Green Street	1	No	32	0	100	100
3	Green Street	Cordova Street	1	No	32	0	0	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.1498	0.6240	1.9656	2.61	3.44	C
2	Yes	No	No RTs	Typical	2.7951	0.6209	1.7355	2.56	3.78	D
3	Yes	No	No RTs	Typical	2.7951	0.7004	1.9577	2.50	3.44	C
Avg									3.53	D

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Transit Data Report - continued

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Union Street	Colorado Boulevard	MTA 267	2	80	75	0
		MTA 687	2	80	75	0
		LADTO	2	80	75	0
		CE 549				
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Green Street	MTA 267	2	80	75	0
		LADOT	2	80	75	0
		CE 549				
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Cordova Street	MTA 267	2	80	75	0
		LADOT	2	80	75	0
		CE 549				

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Cross Section Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013


Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Union Street	Colorado Boulevard	0	No	0	No	Yes	3	No
2	Colorado Boulevard	Green Street	0	No	0	No	Yes	3	No
3	Green Street	Cordova Street	0	No	22	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	35	0	0	2	0
2	[1]	[2]	0	0	0	0	0	0	0	2	0
3	[1]	[2]	0	0	0	0	18	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Seg	Side walk	Buffer	Shldr Prkq	Bike Lane	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Median	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Bike Lane	Shldr Prkq	Buffer	Side walk
1	10	0	0	0	0	0	13	10	10	10	10	0	0	0	8	0	10
2	12	0	0	0	0	0	12	10	10	10	18	0	0	0	0	0	10
3	12	0	8	0	0	0	12	11	0	10	24	0	0	0	0	0	10

Results Summary

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Cordova Street	Transit	n/a	n/a	3.42	C	3.42	C
to	Bike	0.34	A	1.99	A	3.39	C
Green Street	Ped	2.50	B	2.40	B	3.47	C
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.83	D	3.83	D
to	Bike	2.20	B	2.93	C	3.82	D
Colorado Boulevard	Ped	2.97	C	2.66	B	3.61	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.38	C	3.38	C
to	Bike	3.70	D	4.46	E	4.01	D
Union Street	Ped	2.55	B	2.40	B	3.47	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.51	D	C	67%	3
	Bike	3.67	D	C	67%	3
	Ped	3.50	D	C	67%	3
	Overall		D	C	58%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	C	A	A	C	B	B	C
2	n/a	D	C	B	D	B	C	D
3	n/a	C	E	D	D	B	B	C
Facility	n/a	D			D			D

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Layout Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Cordova Street	67		Signal	5	35	351	0	0
Seg #1	48	894	Signal	3	30	0	0	0
Green Street								
Seg #2	71	463	Signal	6	25	413	0	0
Colorado Boulevard								
Seg #3	54	513	Signal	5	25	207	0	0
Union Street								

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Traffic Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Cordova Street	Green Street	30	0	0	No	2	1	1
2	Green Street	Colorado Boulevard	30	2	0	Yes	2	1	0
3	Colorado Boulevard	Union Street	30	2	0	Yes	2	0	0

Traffic Counts D= 52 K= 8.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1470	2	97	4	1800	0.92	723	1512
2	0	0	0	1652	2	152	24	1800	0.92	774	1512
3	0	0	0	1670	2	55	11	1800	0.92	959	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	III	4	0
2	100	42	7	7	III	4	0
3	100	42	7	7	III	4	0

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Transit Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Cordova Street	Green Street	1	No	32	0	0	100
2	Green Street	Colorado Boulevard	1	No	32	0	100	100
3	Colorado Boulevard	Union Street	1	No	32	0	100	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	2.7951	0.7024	1.9634	2.40	3.42	C
2	Yes	No	No RTs	Typical	2.7951	0.6137	1.7154	2.66	3.83	D
3	Yes	No	No RTs	Typical	3.1498	0.6316	1.9893	2.40	3.38	C
Avg									3.51	D

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Transit Data Report - continued

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Cordova Street	Green Street	MTA 267	2	80	75	0
		LADOT CE 549	2	80	75	0
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Colorado Boulevard	MTA 267	2	80	75	0
		LADOT CE 549	2	80	75	0
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Union Street	MTA 267	2	80	75	0
		MTA 687	2	80	75	0
		LADOT CE 549	2	80	75	0

—||—

Cross Section Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013


Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Cordova Street	Green Street	0	No	0	No	Yes	3	No
2	Green Street	Colorado Boulevard	0	No	0	No	Yes	3	No
3	Colorado Boulevard	Union Street	0	No	43	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	19	0	0	2	0
2	[1]	[2]	0	0	0	0	47	0	0	2	0
3	[1]	[2]	0	0	0	0	65	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Seg	Side walk	Buffer	Shldr Prkq	Bike Lane	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Median	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Bike Lane	Shldr Prkq	Buffer	Side walk
1	10	0	0	0	0	0	24	10	0	11	13	0	0	0	0	0	12
2	10	0	0	0	0	0	18	10	10	10	12	0	0	0	0	0	12
3	10	0	8	0	0	0	10	10	10	10	12	0	0	0	8	0	10

Results Summary

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Marengo Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.06	B	3.80	D	3.54	D
Garfield Avenue	Ped	n/a		2.41	B	n/a	
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.77	C	3.32	C	3.56	D
Euclid Avenue	Ped	1.79	A	2.26	B	3.26	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.05	C	3.48	C	4.06	D
Los Robles Avenue	Ped	2.46	B	2.27	B	3.43	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
Transit	n/a	n/a				
Bike	3.71	D	C		3	
Ped	2.46	B	C		3	
Overall			C	C	83%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	n/a	D	B	D	B	n/a	n/a
2	n/a	n/a	C	C	D	B	A	C
3	n/a	n/a	C	C	D	B	B	C
Facility	n/a	n/a			D			C

==||==

Layout Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Marengo Avenue	66		Signal	5	25	277	0	0
Seg #1	0	522	Signal	0	0	0	0	0
Garfield Avenue								
Seg #2	50	411	Signal	2	25	42	0	0
Euclid Avenue								
Seg #3	59	440	Signal	4	30	349	0	0
Los Robles Avenue								

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Traffic Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Marengo Avenue	Garfield Avenue	30	1	0	Yes	4	0	0
2	Garfield Avenue	Euclid Avenue	30	1	0	Yes	4	0	0
3	Euclid Avenue	Los Robles Avenue	30	1	0	Yes	3	1	0

Traffic Counts D= 100 K= 5.1 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1121	2	0	18	1800	0.92	999	3024
2	0	0	0	991	2	13	7	1800	0.92	1002	3024
3	0	0	0	985	2	0	23	1800	0.92	824	2268

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Marengo Avenue	Garfield Avenue	0	No	0	0	0	0
2	Garfield Avenue	Euclid Avenue	0	No	0	0	0	0
3	Euclid Avenue	Los Robles Avenue	0	No	0	0	0	0

Transit Level of Service Calculation (N/A)

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS

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Transit Data Report - continued

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Marengo Avenue	Garfield Avenue					
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Euclid Avenue					
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Los Robles Avenue					

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Cross Section Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013


Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Marengo Avenue	Garfield Avenue	0	No	0	No	Yes	3	No
2	Garfield Avenue	Euclid Avenue	0	No	0	No	Yes	3	No
3	Euclid Avenue	Los Robles Avenue	0	No	0	No	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	54	0	0	2	0
2	[1]	[2]	0	0	0	0	52	0	0	2	0
3	[1]	[2]	0	0	0	0	2	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Seg	Side walk	Buffer	Shldr Prkq	Bike Lane	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Median	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Bike Lane	Shldr Prkq	Buffer	Side walk
1	18	0	0	0	12	11	11	14	0	0	0	0	0	0	8	0	10
2	18	0	0	0	12	11	11	22	0	0	0	0	0	0	0	0	10
3	12	0	0	0	12	11	11	16	0	0	0	0	0	0	8	0	12

Results Summary

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Marengo Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.19	B	3.91	D	3.57	D
Garfield Avenue	Ped	n/a		2.58	B	n/a	
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.98	C	3.48	C	3.62	D
Euclid Avenue	Ped	1.82	A	2.54	B	3.38	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.33	C	3.64	D	4.16	D
Los Robles Avenue	Ped	2.53	B	2.55	B	3.51	D

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
Transit	n/a	n/a				
Bike	3.78	D	C		3	
Ped	2.53	B	C		3	
Overall			C	C	83%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	n/a	D	B	D	B	n/a	n/a
2	n/a	n/a	C	C	D	B	A	C
3	n/a	n/a	D	C	D	B	B	D
Facility	n/a	n/a			D			C

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Layout Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Marengo Avenue	66		Signal	5	25	256	0	0
Seg #1	0	522	Signal	0	0	0	0	0
Garfield Avenue								
Seg #2	50	411	Signal	2	25	61	0	0
Euclid Avenue								
Seg #3	59	440	Signal	4	30	384	0	0
Los Robles Avenue								

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Traffic Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Marengo Avenue	Garfield Avenue	30	1	0	Yes	4	0	0
2	Garfield Avenue	Euclid Avenue	30	1	0	Yes	4	0	0
3	Euclid Avenue	Los Robles Avenue	30	1	0	Yes	3	1	0

Traffic Counts D= 100 K= 9.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1409	2	0	11	1800	0.92	1363	3326
2	0	0	0	1459	2	19	7	1800	0.92	1475	4522
3	0	0	0	1451	2	0	30	1800	0.92	1104	1895

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	46.2	7	7	IV	4	0
2	100	62.8	7	7	IV	4	0
3	100	35.1	7	7	IV	4	0

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Transit Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Marengo Avenue	Garfield Avenue	0	No	0	0	0	0
2	Garfield Avenue	Euclid Avenue	0	No	0	0	0	0
3	Euclid Avenue	Los Robles Avenue	0	No	0	0	0	0

Transit Level of Service Calculation (N/A)

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceived Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS

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Transit Data Report - continued

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Marengo Avenue	Garfield Avenue					
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Euclid Avenue					
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Los Robles Avenue					

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Cross Section Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

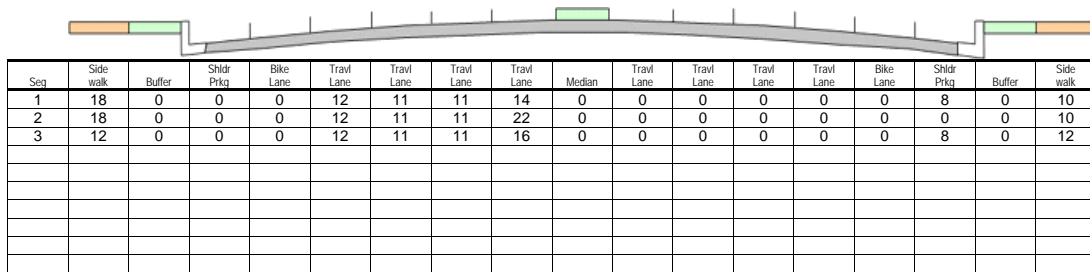
Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Marengo Avenue	Garfield Avenue	0	No	0	No	Yes	3	No
2	Garfield Avenue	Euclid Avenue	0	No	0	No	Yes	3	No
3	Euclid Avenue	Los Robles Avenue	0	No	0	No	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	54	0	0	2	0
2	[1]	[2]	0	0	0	0	52	0	0	2	0
3	[1]	[2]	0	0	0	0	2	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Baseline Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Marengo Avenue	Transit	n/a	n/a	2.75	B	2.75	B
to	Bike	1.41	A	3.85	D	3.51	D
Garfield Avenue	Ped	n/a		1.68	A	n/a	
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	3.01	C	3.01	C
to	Bike	0.52	A	1.30	A	3.08	C
Euclid Avenue	Ped	2.06	B	1.99	A	3.23	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	0.86	A	0.86	A
to	Bike	2.27	B	3.32	C	3.49	C
Los Robles Avenue	Ped	2.86	C	1.64	A	3.31	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Baseline Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	2.22	B	C	100%	3
	Bike	3.37	C	C	100%	3
	Ped	3.31	C	C	100%	3
	Overall		C	C	100%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	B	D	A	D	A	n/a	n/a
2	n/a	C	A	A	C	A	B	C
3	n/a	A	C	B	C	A	C	C
Facility	n/a	B			C			C

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Layout Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Baseline Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Marengo Avenue	86		Signal	6	25	258	0	0
Seg #1	0	522	Signal	0	0	0	0	0
Garfield Avenue								
Seg #2	56	411	Signal	3	25	26	0	0
Euclid Avenue								
Seg #3	60	440	Signal	6	30	323	0	0
Los Robles Avenue								

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Traffic Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Baseline Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Marengo Avenue	Garfield Avenue	25	0	0	Yes	2	0	0
2	Garfield Avenue	Euclid Avenue	25	0	0	Yes	2	0	0
3	Euclid Avenue	Los Robles Avenue	25	0	0	Yes	2	0	0

Traffic Counts D= 45 K= 5 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1126	2	0	7	1800	0.92	554	1512
2	0	0	0	1121	2	47	17	1800	0.92	467	1512
3	0	0	0	1161	2	95	27	1800	0.92	388	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Baseline Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Marengo Avenue	Garfield Avenue	1	No	32	0	0	0
2	Garfield Avenue	Euclid Avenue	1	No	32	0	100	100
3	Euclid Avenue	Los Robles Avenue	0	No	0	0	0	0

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.6937	0.6325	2.3364	1.68	2.75	B
2	Yes	No	No RTs	Typical	3.6937	0.5932	2.1913	1.99	3.01	C
3	No	No	No RTs	Typical	3.6937	0.9715	3.5883	1.64	0.86	A
Avg									2.22	B

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Transit Data Report - continued

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Baseline Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Marengo Avenue	Garfield Avenue	MTA 180	2	80	75	11
		MAT 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Euclid Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Los Robles Avenue	MTA 180	2	80	75	0
		MTA 181	2	80	75	0
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

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Cross Section Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

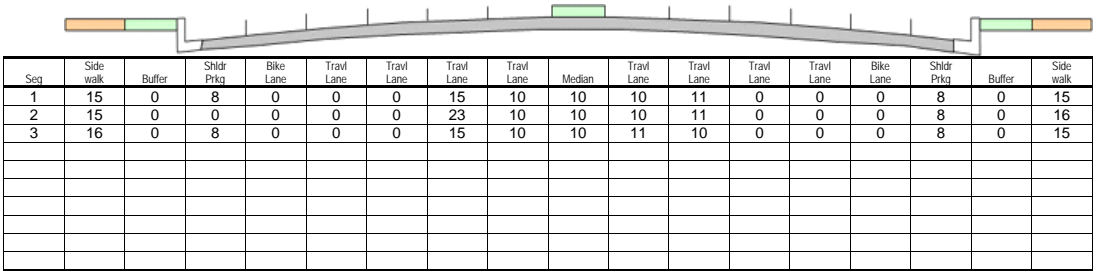
Paseo Colorado Center Redevelopment Project
 Existing (2013) Baseline Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Marengo Avenue	Garfield Avenue	0	No	52	Yes	Yes	3	No
2	Garfield Avenue	Euclid Avenue	0	No	0	No	Yes	3	No
3	Euclid Avenue	Los Robles Avenue	0	No	43	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	86	0	0	2	0
2	[1]	[2]	0	0	0	0	72	0	0	2	0
3	[1]	[2]	0	0	0	0	70	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Los Robles Avenue	Transit	n/a	n/a	2.93	C	2.93	C
to	Bike	3.25	C	3.59	D	3.71	D
Euclid Avenue	Ped	2.09	B	2.17	B	3.31	C
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	3.00	C	3.00	C
to	Bike	3.19	C	3.70	D	3.71	D
Garfield Avenue	Ped	2.06	B	1.74	A	3.14	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	2.74	B	2.74	B
to	Bike	3.17	C	3.64	D	3.69	D
Marengo Avenue	Ped	2.56	B	2.04	B	3.38	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Facility	Auto	Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	2.88	C	C	100%	3
	Bike	3.70	D	C	67%	3
	Ped	3.29	C	C	100%	3
	Overall		D	C	75%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	C	D	C	D	B	B	C
2	n/a	C	D	C	D	A	B	C
3	n/a	B	D	C	D	B	B	C
Facility	n/a	C			D			C

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Layout Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Los Robles Avenue	70		Signal	6	30	302	0	0
Seg #1	44	453	Signal	3	25	37	0	0
Euclid Avenue								
Seg #2	58	395	Signal	3	25	7	0	0
Garfield Avenue								
Seg #3	59	526	Signal	5	25	348	0	0
Marengo Avenue								

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Traffic Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Los Robles Avenue	Euclid Avenue	25	0	0	Yes	2	0	0
2	Euclid Avenue	Garfield Avenue	25	0	0	No	2	0	0
3	Garfield Avenue	Marengo Avenue	25	0	0	Yes	2	0	0

Traffic Counts D= 55 K= 5 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1127	2	62	13	1800	0.92	618	1512
2	0	0	0	1112	2	54	5	1800	0.92	603	1512
3	0	0	0	1025	2	23	24	1800	0.92	454	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Los Robles Avenue	Euclid Avenue	1	No	32	0	0	100
2	Euclid Avenue	Garfield Avenue	1	No	32	0	100	100
3	Garfield Avenue	Marengo Avenue	1	No	32	0	100	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.7233	0.6081	2.2643	2.17	2.93	C
2	Yes	No	No RTs	Typical	3.7233	0.5845	2.1763	1.74	3.00	C
3	Yes	No	No RTs	Typical	3.7233	0.6382	2.3763	2.04	2.74	B
Avg									2.88	C

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Transit Data Report - continued

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Los Robles Avenue	Euclid Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	4	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Garfield Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	4	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Marengo Avenue	MTA 180	2	80	75	0
		MTA 181	2	80	75	0
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	4	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

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Cross Section Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

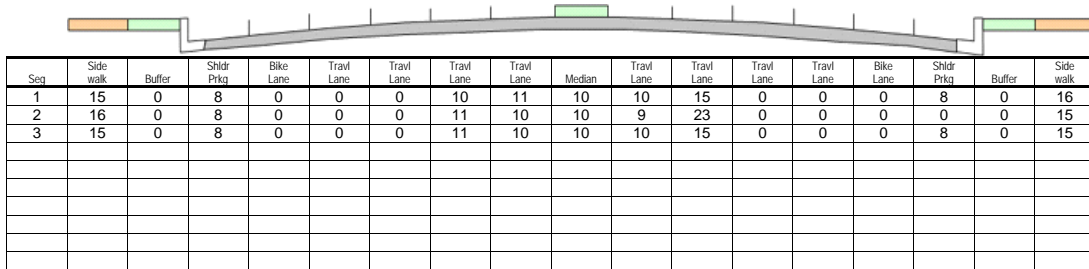
Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Los Robles Avenue	Euclid Avenue	0	No	21	Yes	Yes	3	No
2	Euclid Avenue	Garfield Avenue	0	No	49	Yes	Yes	3	No
3	Garfield Avenue	Marengo Avenue	0	No	23	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	21	0	0	2	0
2	[1]	[2]	0	0	0	0	48	0	0	2	0
3	[1]	[2]	0	0	0	0	67	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Marengo Avenue	Transit	n/a	n/a	2.79	C	2.79	C
to	Bike	1.63	A	4.02	D	3.55	D
Garfield Avenue	Ped	n/a		1.99	A	n/a	
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	3.08	C	3.08	C
to	Bike	0.84	A	1.55	A	3.12	C
Euclid Avenue	Ped	2.31	B	2.42	B	3.44	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	0.98	A	0.98	A
to	Bike	2.72	B	3.61	D	3.59	D
Los Robles Avenue	Ped	2.88	C	2.24	B	3.49	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	2.30	B	C	100%	3
	Bike	3.44	C	C	100%	3
	Ped	3.49	C	C	100%	3
	Overall		C	C	100%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	C	D	A	D	A	n/a	n/a
2	n/a	C	A	A	C	B	B	C
3	n/a	A	D	B	D	B	C	C
Facility	n/a	B			C			C

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Layout Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Marengo Avenue	86		Signal	6	25	287	0	0
Seg #1	0	522	Signal	0	0	0	0	0
Garfield Avenue								
Seg #2	56	411	Signal	3	25	162	0	0
Euclid Avenue								
Seg #3	60	440	Signal	6	30	393	0	0
Los Robles Avenue								

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Traffic Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Marengo Avenue	Garfield Avenue	25	0	0	Yes	2	0	0
2	Garfield Avenue	Euclid Avenue	25	0	0	Yes	2	0	0
3	Euclid Avenue	Los Robles Avenue	25	0	0	Yes	2	0	0

Traffic Counts D= 50 K= 7.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1673	2	0	4	1800	0.92	835	1512
2	0	0	0	1786	2	130	14	1800	0.92	811	1512
3	0	0	0	2008	2	80	23	1800	0.92	823	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Marengo Avenue	Garfield Avenue	1	No	32	0	0	0
2	Garfield Avenue	Euclid Avenue	1	No	32	0	100	100
3	Euclid Avenue	Los Robles Avenue	0	No	0	0	0	0

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.6937	0.6325	2.3364	1.99	2.79	C
2	Yes	No	No RTs	Typical	3.6937	0.5932	2.1913	2.42	3.08	C
3	No	No	No RTs	Typical	3.6937	0.9674	3.5734	2.24	0.98	A
Avg									2.30	B

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Transit Data Report - continued

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Marengo Avenue	Garfield Avenue	MTA 180	2	80	75	11
		MAT 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Euclid Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Los Robles Avenue	MTA 180	2	80	75	0
		MTA 181	2	80	75	0
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

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Cross Section Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

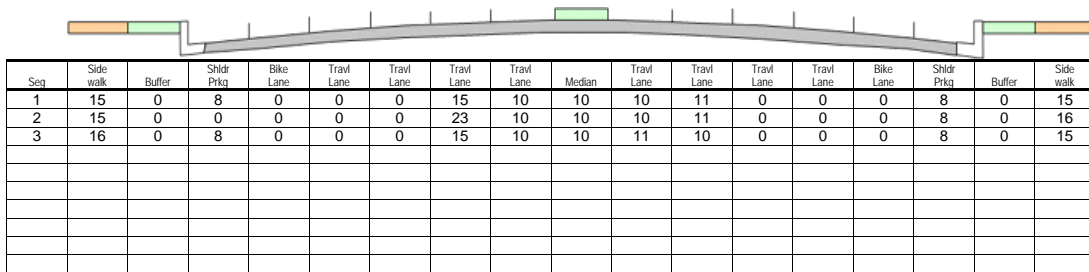
Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street y y Striped Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Marengo Avenue	Garfield Avenue	0	No	52	Yes	Yes	3	No
2	Garfield Avenue	Euclid Avenue	0	No	0	No	Yes	3	No
3	Euclid Avenue	Los Robles Avenue	0	No	43	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	86	0	0	2	0
2	[1]	[2]	0	0	0	0	72	0	0	2	0
3	[1]	[2]	0	0	0	0	70	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Los Robles Avenue	Transit	n/a	n/a	2.97	C	2.97	C
to	Bike	3.53	D	3.75	D	3.83	D
Euclid Avenue	Ped	2.09	B	2.55	B	3.43	C
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	3.03	C	3.03	C
to	Bike	3.43	C	3.90	D	3.81	D
Garfield Avenue	Ped	2.08	B	2.08	B	3.27	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	2.80	C	2.80	C
to	Bike	3.54	D	3.90	D	3.85	D
Marengo Avenue	Ped	2.62	B	2.54	B	3.52	D

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Facility	Auto	Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Auto	n/a	n/a			
	Transit	2.93	C	C	100%	3
	Bike	3.83	D	C	67%	3
	Ped	3.42	C	C	100%	3
	Overall		D	C	67%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	C	D	D	D	B	B	C
2	n/a	C	D	C	D	B	B	C
3	n/a	C	D	D	D	B	B	D
Facility	n/a	C			D			C

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Layout Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Los Robles Avenue	70		Signal	6	30	295	0	0
Seg #1	44	453	Signal	3	25	94	0	0
Euclid Avenue								
Seg #2	58	395	Signal	3	25	35	0	0
Garfield Avenue								
Seg #3	59	526	Signal	5	25	363	0	0
Marengo Avenue								

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Traffic Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Los Robles Avenue	Euclid Avenue	25	0	0	Yes	2	0	0
2	Euclid Avenue	Garfield Avenue	25	0	0	No	2	0	0
3	Garfield Avenue	Marengo Avenue	25	0	0	Yes	2	0	0

Traffic Counts D= 50 K= 7.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1914	2	30	17	1800	0.92	871	1512
2	0	0	0	1707	2	47	4	1800	0.92	896	1512
3	0	0	0	1843	2	37	17	1800	0.92	872	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Los Robles Avenue	Euclid Avenue	1	No	32	0	0	100
2	Euclid Avenue	Garfield Avenue	1	No	32	0	100	100
3	Garfield Avenue	Marengo Avenue	1	No	32	0	100	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.736	0.6085	2.2732	2.55	2.97	C
2	Yes	No	No RTs	Typical	3.736	0.5848	2.1847	2.08	3.03	C
3	Yes	No	No RTs	Typical	3.736	0.6387	2.3861	2.54	2.80	C
Avg									2.93	C

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Transit Data Report - continued

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Los Robles Avenue	Euclid Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Garfield Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Marengo Avenue	MTA 180	2	80	75	0
		MTA 181	2	80	75	0
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

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Cross Section Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

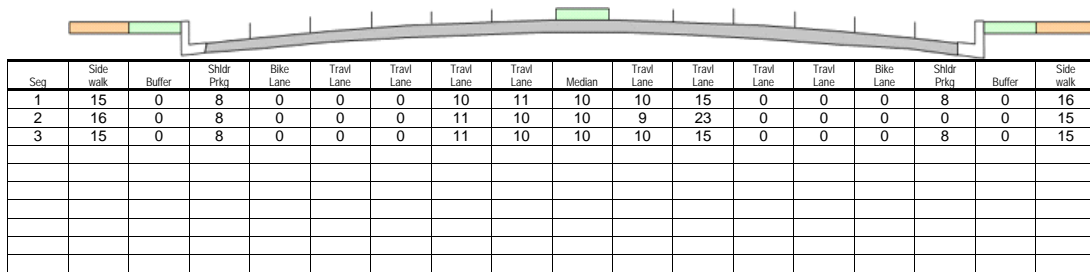
Paseo Colorado Center Redevelopment Project
 Baseline (2013) Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Los Robles Avenue	Euclid Avenue	0	No	21	Yes	Yes	3	No
2	Euclid Avenue	Garfield Avenue	0	No	49	Yes	Yes	3	No
3	Garfield Avenue	Marengo Avenue	0	No	23	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	21	0	0	2	0
2	[1]	[2]	0	0	0	0	48	0	0	2	0
3	[1]	[2]	0	0	0	0	67	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



MMLOS Worksheets – Baseline (2013) Plus Project Conditions

Results Summary

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Union Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.02	C	3.22	C	4.13	D
Colorado Boulevard	Ped	2.71	B	2.39	B	3.50	C
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.81	C	3.22	C	3.93	D
Green Street	Ped	2.50	B	2.06	B	3.37	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.17	C	4.37	E	4.04	D
Cordova Street	Ped	2.53	B	1.87	A	3.31	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
Transit	n/a	n/a				
Bike	4.03	D	C	67%	3	
Ped	3.37	C	C	100%	3	
Overall						

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle		Pedestrian			
			Link LOS	Intrsectn LOS	Link LOS	Intrsectn LOS	Segment LOS	
1	n/a	n/a	C	C	D	B	B	D
2	n/a	n/a	C	C	D	B	B	C
3	n/a	n/a	E	C	D	A	B	C
Facility	n/a	n/a			D			C

==||==

Layout Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Union Street	48		Signal	3	25	0	0	0
Seg #1	70	345	Signal	6	25	221	0	0
Colorado Boulevard								
Seg #2	56	481	Signal	5	30	224	0	0
Green Street								
Seg #3	60	817	Signal	5	35	74	0	0
Cordova Street								

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Traffic Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Union Street	Colorado Boulevard	25	0	0	Yes	2	1	1
2	Colorado Boulevard	Green Street	25	3	100	Yes	2	1	0
3	Green Street	Cordova Street	25	2	0	Yes	2	1	1

Traffic Counts D= 51 K= 7.1 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1224	2	62	16	1800	0.92	614	1512
2	0	0	0	1258	2	0	38	1800	0.92	458	1512
3	0	0	0	1226	2	49	26	1800	0.92	431	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Union Street	Colorado Boulevard	0	No	0	0	0	0
2	Colorado Boulevard	Green Street	0	No	0	0	0	0
3	Green Street	Cordova Street	0	No	0	0	0	0

Transit Level of Service Calculation (N/A)

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceived Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS

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Transit Data Report - continued

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Union Street	Colorado Boulevard					
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Green Street					
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Cordova Street					

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Cross Section Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

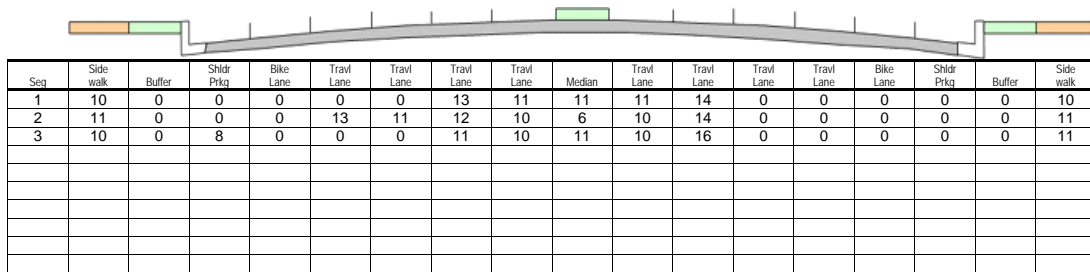
Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Union Street	Colorado Boulevard	0	No	0	No	Yes	3	No
2	Colorado Boulevard	Green Street	0	No	0	No	Yes	3	No
3	Green Street	Cordova Street	0	No	48	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	0	0	2	2	0
2	[1]	[2]	0	0	0	0	0	0	0	2	0
3	[1]	[2]	0	0	0	0	0	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Plus Project Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Cordova Street to Green Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
	Bike	1.95	A	3.47	C	3.71	D
	Ped	2.63	B	2.45	B	3.50	C
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street to Colorado Boulevard	Transit	n/a	n/a	3.27	C	3.27	C
	Bike	2.70	B	3.26	C	3.53	D
	Ped	2.69	B	2.28	B	3.47	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard to Union Street	Transit	n/a	n/a	3.35	C	3.35	C
	Bike	2.23	B	3.06	C	3.93	D
	Ped	2.06	B	2.33	B	3.36	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Plus Project Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.35	C	C	100%	3
	Bike	3.71	D	C	67%	3
	Ped	3.46	C	C	100%	3
	Overall					

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	n/a	C	A	D	B	B	D
2	n/a	C	C	B	D	B	B	C
3	n/a	C	C	B	D	B	B	C
Facility	n/a	C			D			C

==||==

Layout Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Plus Project Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Cordova Street	70		Signal	5	35	269	0	0
Seg #1	46	833	Signal	4	30	0	0	0
Green Street								
Seg #2	70	467	Signal	6	25	239	0	0
Colorado Boulevard								
Seg #3	35	376	Signal	3	25	143	0	0
Union Street								

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Traffic Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Cordova Street	Green Street	25	2	0	No	2	1	1
2	Green Street	Colorado Boulevard	25	3	100	Yes	2	0	1
3	Colorado Boulevard	Union Street	25	0	0	Yes	2	1	1

Traffic Counts D= 49 K= 7.1 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1112	2	130	18	1800	0.92	544	1512
2	0	0	0	1264	2	48	15	1800	0.92	509	1512
3	0	0	0	1297	2	0	10	1800	0.92	618	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

—||—

Transit Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Cordova Street	Green Street	0	No	0	0	0	0
2	Green Street	Colorado Boulevard	0	No	0	0	0	0
3	Colorado Boulevard	Union Street	0	No	0	0	0	0

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2	Yes	No	No RTs	Typical	2.4805	0.8244	2.0450	2.28	3.27	C
3	Yes	No	No RTs	Typical	2.4805	0.8055	1.9980	2.33	3.35	C

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Transit Data Report - continued

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Existing (2013) Plus Project Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Cordova Street	Green Street					
		ARTS 40	3	80	75	11

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Colorado Boulevard					
		ARTS 40	3	80	75	0

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Cross Section Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

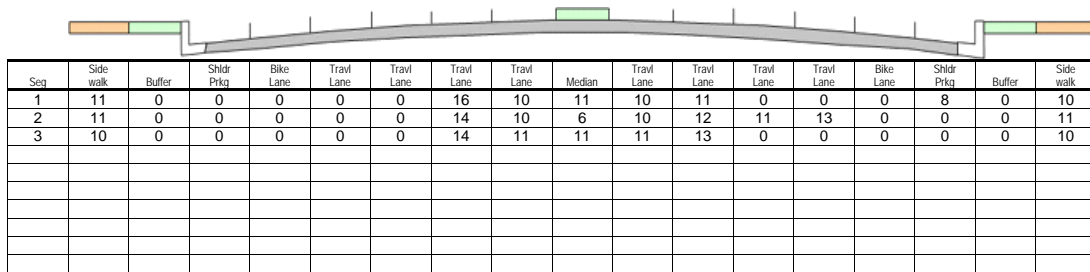
Paseo Colorado Center Redevelopment Project
 Existing (2013) Plus Project Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Cordova Street	Green Street	0	No	0	No	Yes	3	No
2	Green Street	Colorado Boulevard	0	No	0	No	Yes	3	No
3	Colorado Boulevard	Union Street	0	No	0	No	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	0	25	0	2	0
2	[1]	[2]	0	0	0	0	45	10	0	2	0
3	[1]	[2]	0	0	0	0	96	0	0	1	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Union Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.12	C	3.31	C	4.16	D
Colorado Boulevard	Ped	2.85	C	2.54	B	3.56	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.87	C	3.26	C	3.95	D
Green Street	Ped	2.59	B	2.10	B	3.41	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.41	C	4.56	E	4.14	D
Cordova Street	Ped	2.57	B	2.19	B	3.43	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	n/a	n/a			
	Bike	4.09	D	C	67%	3
	Ped	3.45	C	C	100%	3
	Overall					

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	n/a	C	C	D	B	C	D
2	n/a	n/a	C	C	D	B	B	C
3	n/a	n/a	E	C	D	B	B	C
Facility	n/a	n/a			D			C

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Layout Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Union Street	48		Signal	3	25	0	0	0
Seg #1	70	345	Signal	6	25	384	0	0
Colorado Boulevard								
Seg #2	56	481	Signal	5	30	325	0	0
Green Street								
Seg #3	60	817	Signal	5	35	81	0	0
Cordova Street								

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Traffic Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Union Street	Colorado Boulevard	25	0	0	Yes	2	1	1
2	Colorado Boulevard	Green Street	25	3	100	Yes	2	1	0
3	Green Street	Cordova Street	25	2	0	Yes	2	1	1

Traffic Counts D= 53 K= 8.5 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1453	2	81	25	1800	0.92	644	1512
2	0	0	0	1389	2	0	23	1800	0.92	625	1512
3	0	0	0	1434	2	29	30	1800	0.92	610	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Union Street	Colorado Boulevard	0	No	0	0	0	0
2	Colorado Boulevard	Green Street	0	No	0	0	0	0
3	Green Street	Cordova Street	0	No	0	0	0	0

Transit Level of Service Calculation (N/A)

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceived Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS

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Transit Data Report - continued

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Union Street	Colorado Boulevard					
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Green Street					
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Cordova Street					

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Cross Section Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

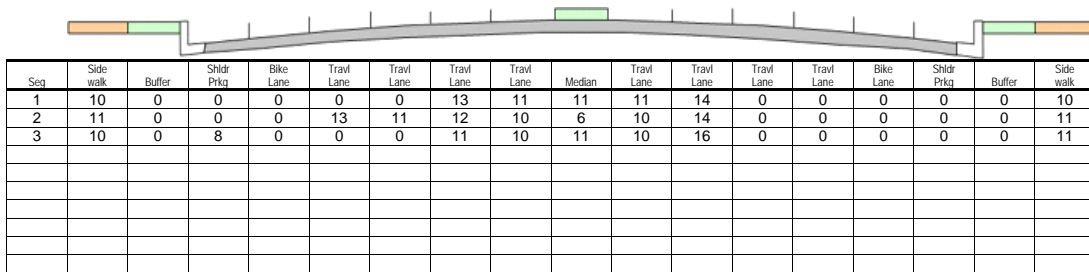
Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Union Street	Colorado Boulevard	0	No	0	No	Yes	3	No
2	Colorado Boulevard	Green Street	0	No	0	No	Yes	3	No
3	Green Street	Cordova Street	0	No	48	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	0	0	2	2	0
2	[1]	[2]	0	0	0	0	0	0	0	2	0
3	[1]	[2]	0	0	0	0	0	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Cordova Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.04	B	3.54	D	3.72	D
Green Street	Ped	2.64	B	2.56	B	3.53	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.30	C	3.30	C
to	Bike	2.79	C	3.34	C	3.56	D
Colorado Boulevard	Ped	3.02	C	2.41	B	3.56	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.35	C	3.35	C
to	Bike	2.22	B	3.04	C	3.93	D
Union Street	Ped	2.25	B	2.31	B	3.40	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.35	C	C	100%	3
	Bike	3.72	D	C	67%	3
	Ped	3.51	D	C	67%	3
	Overall					

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	n/a	D	B	D	B	B	D
2	n/a	C	C	C	D	B	C	D
3	n/a	C	C	B	D	B	B	C
Facility	n/a	C			D			D

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Layout Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Cordova Street	70		Signal	5	35	385	0	0
Seg #1	46	833	Signal	4	30	0	0	0
Green Street								
Seg #2	70	467	Signal	6	25	451	0	0
Colorado Boulevard								
Seg #3	35	376	Signal	3	25	378	0	0
Union Street								

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Traffic Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Cordova Street	Green Street	25	2	0	No	2	1	1
2	Green Street	Colorado Boulevard	25	3	100	Yes	2	0	1
3	Colorado Boulevard	Union Street	25	0	0	Yes	2	1	1

Traffic Counts D= 47 K= 8.5 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1503	2	88	34	1800	0.92	507	1512
2	0	0	0	1412	2	183	21	1800	0.92	563	1512
3	0	0	0	1313	2	0	7	1800	0.92	622	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7		4	0

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Transit Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Cordova Street	Green Street	0	No	0	0	0	0
2	Green Street	Colorado Boulevard	0	No	0	0	0	0
3	Colorado Boulevard	Union Street	0	No	0	0	0	0

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2	Yes	No	No RTs	Typical	2.4805	0.8240	2.0438	2.41	3.30	C
3	Yes	No	No RTs	Typical	2.4805	0.8056	1.9984	2.31	3.35	C

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Transit Data Report - continued

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Cordova Street	Green Street					
		ARTS 40	3	80	75	11

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Colorado Boulevard					
		ARTS 40	3	80	75	0

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Cross Section Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

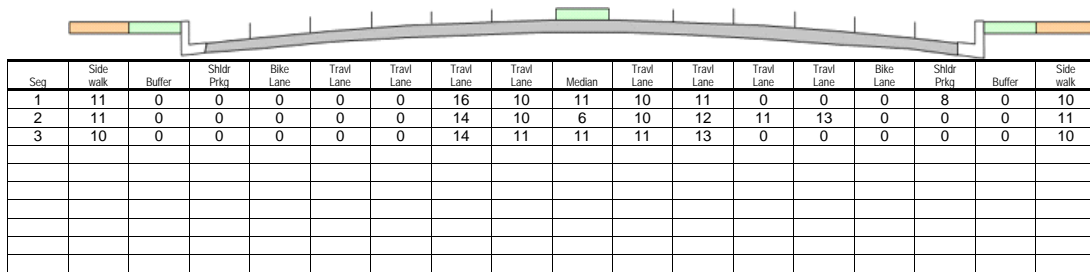
Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Cordova Street	Green Street	0	No	0	No	Yes	3	No
2	Green Street	Colorado Boulevard	0	No	0	No	Yes	3	No
3	Colorado Boulevard	Union Street	0	No	0	No	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	0	25	0	2	0
2	[1]	[2]	0	0	0	0	45	10	0	2	0
3	[1]	[2]	0	0	0	0	96	0	0	1	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Union Street	Transit	n/a	n/a	3.44	C	3.44	C
to	Bike	3.06	C	3.77	D	3.69	D
Colorado Boulevard	Ped	2.86	C	2.58	B	3.57	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.77	D	3.77	D
to	Bike	3.02	C	3.79	D	3.68	D
Green Street	Ped	2.67	B	2.52	B	3.52	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.39	C	3.39	C
to	Bike	3.01	C	3.79	D	3.89	D
Cordova Street	Ped	2.61	B	2.21	B	3.44	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.50	D	C	67%	3
	Bike	3.78	D	C	67%	3
	Ped	3.50	C	C	100%	3
	Overall		D	C	67%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	C	D	C	D	B	C	D
2	n/a	D	D	C	D	B	B	D
3	n/a	C	D	C	D	B	B	C
Facility	n/a	D			D			C

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Layout Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Union Street	73		Signal	3	25	0	0	0
Seg #1	69	503	Signal	6	25	201	0	0
Colorado Boulevard								
Seg #2	56	482	Signal	6	30	286	0	0
Green Street								
Seg #3	61	879	Signal	5	35	99	0	0
Cordova Street								

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Traffic Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Union Street	Colorado Boulevard	30	2	0	Yes	2	0	0
2	Colorado Boulevard	Green Street	30	2	0	Yes	2	0	1
3	Green Street	Cordova Street	30	0	0	Yes	2	1	1

Traffic Counts D= 47 K= 7.3 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1490	2	148	25	1800	0.92	599	1512
2	0	0	0	1432	2	17	23	1800	0.92	562	1512
3	0	0	0	1267	2	64	40	1800	0.92	377	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	III	4	0
2	100	42	7	7	III	4	0
3	100	42	7	7	III	4	0

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Transit Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Union Street	Colorado Boulevard	1	No	32	0	0	100
2	Colorado Boulevard	Green Street	1	No	32	0	100	100
3	Green Street	Cordova Street	1	No	32	0	0	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.1498	0.6240	1.9656	2.58	3.44	C
2	Yes	No	No RTs	Typical	2.7951	0.6209	1.7355	2.52	3.77	D
3	Yes	No	No RTs	Typical	2.7951	0.7004	1.9577	2.21	3.39	C
Avg									3.50	D

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Transit Data Report - continued

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Union Street	Colorado Boulevard	MTA 267	2	80	75	0
		MTA 687	2	80	75	0
		LADTO	2	80	75	0
		CE 549				
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Green Street	MTA 267	2	80	75	0
		LADOT	2	80	75	0
		CE 549				
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Cordova Street	MTA 267	2	80	75	0
		LADOT	2	80	75	0
		CE 549				

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Cross Section Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013


Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Union Street	Colorado Boulevard	0	No	0	No	Yes	3	No
2	Colorado Boulevard	Green Street	0	No	0	No	Yes	3	No
3	Green Street	Cordova Street	0	No	22	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	35	0	0	2	0
2	[1]	[2]	0	0	0	0	0	0	0	2	0
3	[1]	[2]	0	0	0	0	18	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Seq	Side walk	Buffer	Shldr Prkq	Bike Lane	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Median	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Bike Lane	Shldr Prkq	Buffer	Side walk
1	10	0	0	0	0	0	13	10	10	10	10	0	0	0	8	0	10
2	12	0	0	0	0	0	12	10	10	10	18	0	0	0	0	0	10
3	12	0	8	0	0	0	12	11	0	10	24	0	0	0	0	0	10

Results Summary

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Cordova Street	Transit	n/a	n/a	3.40	C	3.40	C
to	Bike	0.29	A	1.95	A	3.38	C
Green Street	Ped	2.52	B	2.33	B	3.45	C
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.79	D	3.79	D
to	Bike	2.05	B	2.86	C	3.79	D
Colorado Boulevard	Ped	2.83	C	2.45	B	3.54	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.32	C	3.32	C
to	Bike	3.41	C	4.28	E	3.87	D
Union Street	Ped	2.46	B	2.00	B	3.34	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.48	C	C	100%	3
	Bike	3.62	D	C	67%	3
	Ped	3.44	C	C	100%	3
	Overall		D	C	75%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	C	A	A	C	B	B	C
2	n/a	D	C	B	D	B	C	D
3	n/a	C	E	C	D	B	B	C
Facility	n/a	C			D			C

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Layout Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Cordova Street	67		Signal	5	35	257	0	0
Seg #1	48	894	Signal	3	30	0	0	0
Green Street								
Seg #2	71	463	Signal	6	25	261	0	0
Colorado Boulevard								
Seg #3	54	513	Signal	5	25	186	0	0
Union Street								

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Traffic Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Cordova Street	Green Street	30	0	0	No	2	1	1
2	Green Street	Colorado Boulevard	30	2	0	Yes	2	1	0
3	Colorado Boulevard	Union Street	30	2	0	Yes	2	0	0

Traffic Counts D= 55 K= 7.3 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1216	2	151	7	1800	0.92	637	1512
2	0	0	0	1430	2	128	23	1800	0.92	641	1512
3	0	0	0	1385	2	24	20	1800	0.92	580	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	III	4	0
2	100	42	7	7	III	4	0
3	100	42	7	7	III	4	0

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Transit Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Cordova Street	Green Street	1	No	32	0	0	100
2	Green Street	Colorado Boulevard	1	No	32	0	100	100
3	Colorado Boulevard	Union Street	1	No	32	0	100	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	2.7951	0.7024	1.9634	2.33	3.40	C
2	Yes	No	No RTs	Typical	2.7951	0.6137	1.7154	2.45	3.79	D
3	Yes	No	No RTs	Typical	3.1498	0.6316	1.9893	2.00	3.32	C
Avg									3.48	C

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Transit Data Report - continued

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Cordova Street	Green Street	MTA 267	2	80	75	0
		LADOT CE 549	2	80	75	0
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Colorado Boulevard	MTA 267	2	80	75	0
		LADOT CE 549	2	80	75	0
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Union Street	MTA 267	2	80	75	0
		MTA 687	2	80	75	0
		LADOT CE 549	2	80	75	0

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Cross Section Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

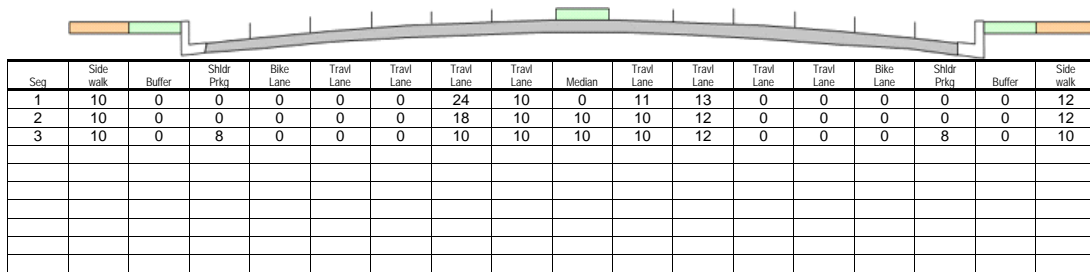
Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Cordova Street	Green Street	0	No	0	No	Yes	3	No
2	Green Street	Colorado Boulevard	0	No	0	No	Yes	3	No
3	Colorado Boulevard	Union Street	0	No	43	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	19	0	0	2	0
2	[1]	[2]	0	0	0	0	47	0	0	2	0
3	[1]	[2]	0	0	0	0	65	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Union Street	Transit	n/a	n/a	3.45	C	3.45	C
to	Bike	3.10	C	3.79	D	3.70	D
Colorado Boulevard	Ped	3.16	C	2.63	B	3.64	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.78	D	3.78	D
to	Bike	3.07	C	3.83	D	3.70	D
Green Street	Ped	2.78	C	2.59	B	3.56	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.44	C	3.44	C
to	Bike	3.23	C	3.95	D	3.97	D
Cordova Street	Ped	2.60	B	2.50	B	3.51	D

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.53	D	C	67%	3
	Bike	3.83	D	C	67%	3
	Ped	3.56	D	C	67%	3
	Overall		D	C	58%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	C	D	C	D	B	C	D
2	n/a	D	D	C	D	B	C	D
3	n/a	C	D	C	D	B	B	D
Facility	n/a	D			D			D

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Layout Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Union Street	73		Signal	3	25	0	0	0
Seg #1	69	503	Signal	6	25	421	0	0
Colorado Boulevard								
Seg #2	56	482	Signal	6	30	382	0	0
Green Street								
Seg #3	61	879	Signal	5	35	153	0	0
Cordova Street								

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Traffic Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Union Street	Colorado Boulevard	30	2	0	Yes	2	0	0
2	Colorado Boulevard	Green Street	30	2	0	Yes	2	0	1
3	Green Street	Cordova Street	30	0	0	Yes	2	1	1

Traffic Counts D= 48 K= 8.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1691	2	258	30	1800	0.92	591	1512
2	0	0	0	1675	2	41	13	1800	0.92	689	1512
3	0	0	0	1451	2	17	33	1800	0.92	598	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	III	4	0
2	100	42	7	7	III	4	0
3	100	42	7	7	III	4	0

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Transit Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Union Street	Colorado Boulevard	1	No	32	0	0	100
2	Colorado Boulevard	Green Street	1	No	32	0	100	100
3	Green Street	Cordova Street	1	No	32	0	0	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.1498	0.6240	1.9656	2.63	3.45	C
2	Yes	No	No RTs	Typical	2.7951	0.6209	1.7355	2.59	3.78	D
3	Yes	No	No RTs	Typical	2.7951	0.7004	1.9577	2.50	3.44	C
Avg									3.53	D

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Transit Data Report - continued

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Union Street	Colorado Boulevard	MTA 267	2	80	75	0
		MTA 687	2	80	75	0
		LADTO	2	80	75	0
		CE 549				
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Green Street	MTA 267	2	80	75	0
		LADOT	2	80	75	0
		CE 549				
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Cordova Street	MTA 267	2	80	75	0
		LADOT	2	80	75	0
		CE 549				

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Cross Section Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013


Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Union Street	Colorado Boulevard	0	No	0	No	Yes	3	No
2	Colorado Boulevard	Green Street	0	No	0	No	Yes	3	No
3	Green Street	Cordova Street	0	No	22	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	35	0	0	2	0
2	[1]	[2]	0	0	0	0	0	0	0	2	0
3	[1]	[2]	0	0	0	0	18	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Seq	Side walk	Buffer	Shldr Prkq	Bike Lane	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Median	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Bike Lane	Shldr Prkq	Buffer	Side walk
1	10	0	0	0	0	0	13	10	10	10	10	0	0	0	8	0	10
2	12	0	0	0	0	0	12	10	10	10	18	0	0	0	0	0	10
3	12	0	8	0	0	0	12	11	0	10	24	0	0	0	0	0	10

Results Summary

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Cordova Street	Transit	n/a	n/a	3.42	C	3.42	C
to	Bike	0.35	A	2.00	B	3.39	C
Green Street	Ped	2.51	B	2.41	B	3.47	C
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.83	D	3.83	D
to	Bike	2.22	B	2.93	C	3.82	D
Colorado Boulevard	Ped	2.97	C	2.68	B	3.61	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.38	C	3.38	C
to	Bike	3.71	D	4.46	E	4.01	D
Union Street	Ped	2.55	B	2.41	B	3.48	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.51	D	C	67%	3
	Bike	3.67	D	C	67%	3
	Ped	3.51	D	C	67%	3
	Overall		D	C	58%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	C	B	A	C	B	B	C
2	n/a	D	C	B	D	B	C	D
3	n/a	C	E	D	D	B	B	C
Facility	n/a	D			D			D

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Layout Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Cordova Street	67		Signal	5	35	353	0	0
Seg #1	48	894	Signal	3	30	0	0	0
Green Street								
Seg #2	71	463	Signal	6	25	418	0	0
Colorado Boulevard								
Seg #3	54	513	Signal	5	25	207	0	0
Union Street								

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Traffic Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Cordova Street	Green Street	30	0	0	No	2	1	1
2	Green Street	Colorado Boulevard	30	2	0	Yes	2	1	0
3	Colorado Boulevard	Union Street	30	2	0	Yes	2	0	0

Traffic Counts D= 52 K= 8.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1495	2	97	4	1800	0.92	731	1512
2	0	0	0	1695	2	152	26	1800	0.92	768	1512
3	0	0	0	1699	2	55	11	1800	0.92	966	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	III	4	0
2	100	42	7	7	III	4	0
3	100	42	7	7	III	4	0

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Transit Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Cordova Street	Green Street	1	No	32	0	0	100
2	Green Street	Colorado Boulevard	1	No	32	0	100	100
3	Colorado Boulevard	Union Street	1	No	32	0	100	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	2.7951	0.7024	1.9634	2.41	3.42	C
2	Yes	No	No RTs	Typical	2.7951	0.6137	1.7154	2.68	3.83	D
3	Yes	No	No RTs	Typical	3.1498	0.6316	1.9893	2.41	3.38	C
Avg									3.51	D

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Transit Data Report - continued

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Cordova Street	Green Street	MTA 267	2	80	75	0
		LADOT CE 549	2	80	75	0
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Colorado Boulevard	MTA 267	2	80	75	0
		LADOT CE 549	2	80	75	0
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Union Street	MTA 267	2	80	75	0
		MTA 687	2	80	75	0
		LADOT CE 549	2	80	75	0

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Cross Section Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

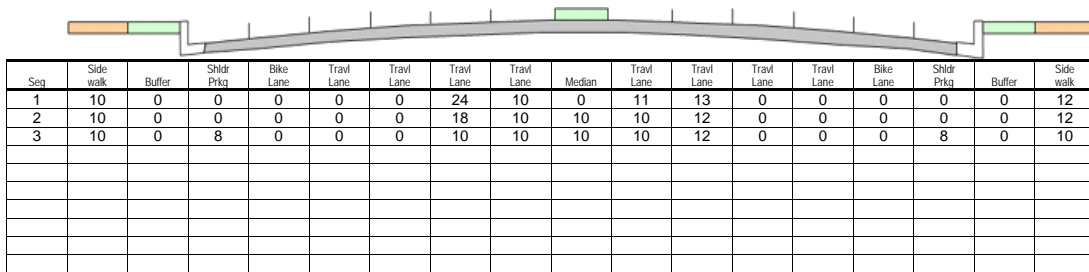
Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Cordova Street	Green Street	0	No	0	No	Yes	3	No
2	Green Street	Colorado Boulevard	0	No	0	No	Yes	3	No
3	Colorado Boulevard	Union Street	0	No	43	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	19	0	0	2	0
2	[1]	[2]	0	0	0	0	47	0	0	2	0
3	[1]	[2]	0	0	0	0	65	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Marengo Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.07	B	3.81	D	3.55	D
Garfield Avenue	Ped	n/a		2.42	B	n/a	
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.78	C	3.33	C	3.56	D
Euclid Avenue	Ped	1.80	A	2.28	B	3.27	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.07	C	3.50	C	4.07	D
Los Robles Avenue	Ped	2.46	B	2.29	B	3.43	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
Transit	n/a	n/a				
Bike	3.72	D	C		3	
Ped	3.43	C	C		3	
Overall			C	C	83%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	n/a	D	B	D	B	n/a	n/a
2	n/a	n/a	C	C	D	B	A	C
3	n/a	n/a	C	C	D	B	B	C
Facility	n/a	n/a			D			C

==||==

Layout Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/in	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Marengo Avenue	66		Signal	5	25	277	0	0
Seg #1	0	522	Signal	0	0	0	0	0
Garfield Avenue								
Seg #2	50	411	Signal	2	25	48	0	0
Euclid Avenue								
Seg #3	59	440	Signal	4	30	349	0	0
Los Robles Avenue								

—||—

Traffic Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Marengo Avenue	Garfield Avenue	30	1	0	Yes	4	0	0
2	Garfield Avenue	Euclid Avenue	30	1	0	Yes	4	0	0
3	Euclid Avenue	Los Robles Avenue	30	1	0	Yes	3	1	0

Traffic Counts D= 100 K= 5.1 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1137	2	0	15	1800	0.92	1050	3024
2	0	0	0	1023	2	14	7	1800	0.92	1034	3024
3	0	0	0	1014	2	0	24	1800	0.92	838	2268

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Marengo Avenue	Garfield Avenue	0	No	0	0	0	0
2	Garfield Avenue	Euclid Avenue	0	No	0	0	0	0
3	Euclid Avenue	Los Robles Avenue	0	No	0	0	0	0

Transit Level of Service Calculation (N/A)

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS

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Transit Data Report - continued

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Marengo Avenue	Garfield Avenue					
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Euclid Avenue					
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Los Robles Avenue					

==||==

Cross Section Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

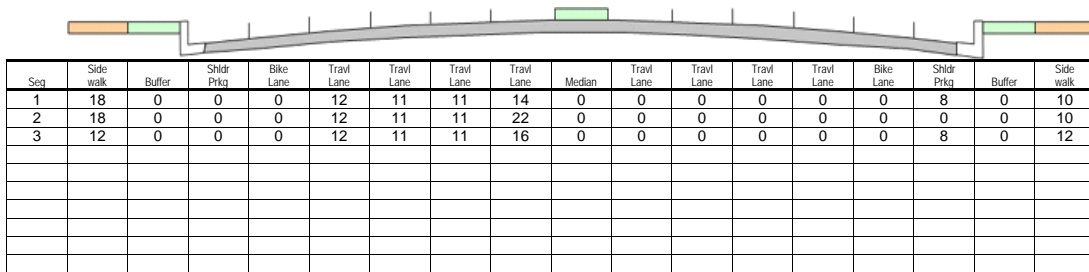
Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Marengo Avenue	Garfield Avenue	0	No	0	No	Yes	3	No
2	Garfield Avenue	Euclid Avenue	0	No	0	No	Yes	3	No
3	Euclid Avenue	Los Robles Avenue	0	No	0	No	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	54	0	0	2	0
2	[1]	[2]	0	0	0	0	52	0	0	2	0
3	[1]	[2]	0	0	0	0	2	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Marengo Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.19	B	3.91	D	3.57	D
Garfield Avenue	Ped	n/a		2.59	B	n/a	
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.98	C	3.48	C	3.62	D
Euclid Avenue	Ped	1.83	A	2.54	B	3.38	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.34	C	3.65	D	4.16	D
Los Robles Avenue	Ped	2.54	B	2.56	B	3.51	D

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
Facility	Auto	n/a	n/a			
	Transit	n/a	n/a			
	Bike	3.78	D	C		3
	Ped	3.51	D	C		3
	Overall			C	C	83%

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	n/a	D	B	D	B	n/a	n/a
2	n/a	n/a	C	C	D	B	A	C
3	n/a	n/a	D	C	D	B	B	D
Facility	n/a	n/a			D			C

==||==

Layout Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Marengo Avenue	66		Signal	5	25	260	0	0
Seg #1	0	522	Signal	0	0	0	0	0
Garfield Avenue								
Seg #2	50	411	Signal	2	25	70	0	0
Euclid Avenue								
Seg #3	59	440	Signal	4	30	389	0	0
Los Robles Avenue								

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Traffic Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Marengo Avenue	Garfield Avenue	30	1	0	Yes	4	0	0
2	Garfield Avenue	Euclid Avenue	30	1	0	Yes	4	0	0
3	Euclid Avenue	Los Robles Avenue	30	1	0	Yes	3	1	0

Traffic Counts D= 100 K= 9.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1412	2	0	6	1800	0.92	1443	3024
2	0	0	0	1458	2	21	8	1800	0.92	1458	3024
3	0	0	0	1469	2	0	30	1800	0.92	1118	2268

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

—||—

Transit Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Marengo Avenue	Garfield Avenue	0	No	0	0	0	0
2	Garfield Avenue	Euclid Avenue	0	No	0	0	0	0
3	Euclid Avenue	Los Robles Avenue	0	No	0	0	0	0

Transit Level of Service Calculation (N/A)

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS

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Transit Data Report - continued

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Marengo Avenue	Garfield Avenue					
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Euclid Avenue					
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Los Robles Avenue					

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Cross Section Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

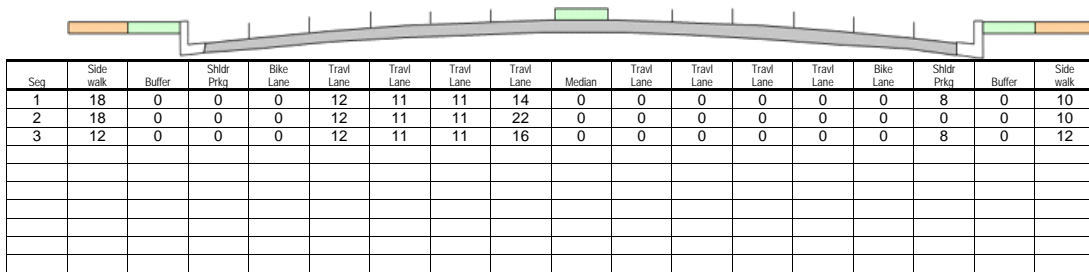
Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Marengo Avenue	Garfield Avenue	0	No	0	No	Yes	3	No
2	Garfield Avenue	Euclid Avenue	0	No	0	No	Yes	3	No
3	Euclid Avenue	Los Robles Avenue	0	No	0	No	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	54	0	0	2	0
2	[1]	[2]	0	0	0	0	52	0	0	2	0
3	[1]	[2]	0	0	0	0	2	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Marengo Avenue	Transit	n/a	n/a	2.75	B	2.75	B
to	Bike	1.41	A	3.85	D	3.51	D
Garfield Avenue	Ped	n/a		1.68	A	n/a	
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	3.01	C	3.01	C
to	Bike	0.53	A	1.30	A	3.08	C
Euclid Avenue	Ped	2.12	B	2.00	A	3.25	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	0.87	A	0.87	A
to	Bike	2.28	B	3.33	C	3.49	C
Los Robles Avenue	Ped	2.87	C	1.65	A	3.32	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	2.22	B	C	100%	3
	Bike	3.37	C	C	100%	3
	Ped	3.32	C	C	100%	3
	Overall		C	C	100%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	B	D	A	D	A	n/a	n/a
2	n/a	C	A	A	C	A	B	C
3	n/a	A	C	B	C	A	C	C
Facility	n/a	B			C			C

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Layout Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Marengo Avenue	86		Signal	6	25	258	0	0
Seg #1	0	522	Signal	0	0	0	0	0
Garfield Avenue								
Seg #2	56	411	Signal	3	25	45	0	0
Euclid Avenue								
Seg #3	60	440	Signal	6	30	328	0	0
Los Robles Avenue								

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Traffic Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Marengo Avenue	Garfield Avenue	25	0	0	Yes	2	0	0
2	Garfield Avenue	Euclid Avenue	25	0	0	Yes	2	0	0
3	Euclid Avenue	Los Robles Avenue	25	0	0	Yes	2	0	0

Traffic Counts D= 45 K= 5 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1155	2	0	7	1800	0.92	559	1512
2	0	0	0	1150	2	79	17	1800	0.92	472	1512
3	0	0	0	1175	2	104	28	1800	0.92	392	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

—||—

Transit Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Marengo Avenue	Garfield Avenue	1	No	32	0	0	0
2	Garfield Avenue	Euclid Avenue	1	No	32	0	100	100
3	Euclid Avenue	Los Robles Avenue	0	No	0	0	0	0

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.6937	0.6325	2.3364	1.68	2.75	B
2	Yes	No	No RTs	Typical	3.6937	0.5932	2.1913	2.00	3.01	C
3	No	No	No RTs	Typical	3.6937	0.9714	3.5880	1.65	0.87	A
Avg									2.22	B

—||—

Transit Data Report - continued

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Marengo Avenue	Garfield Avenue	MTA 180	2	80	75	11
		MAT 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Euclid Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Los Robles Avenue	MTA 180	2	80	75	0
		MTA 181	2	80	75	0
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

—||—

Cross Section Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

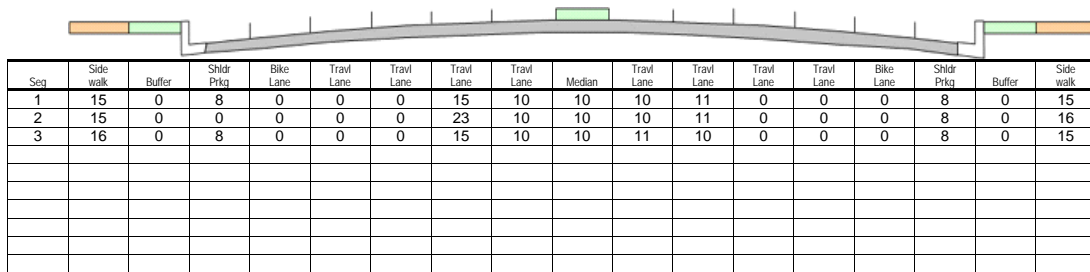
Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Marengo Avenue	Garfield Avenue	0	No	52	Yes	Yes	3	No
2	Garfield Avenue	Euclid Avenue	0	No	0	No	Yes	3	No
3	Euclid Avenue	Los Robles Avenue	0	No	43	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	86	0	0	2	0
2	[1]	[2]	0	0	0	0	72	0	0	2	0
3	[1]	[2]	0	0	0	0	70	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Los Robles Avenue	Transit	n/a	n/a	2.93	C	2.93	C
to	Bike	3.25	C	3.59	D	3.71	D
Euclid Avenue	Ped	2.09	B	2.17	B	3.31	C
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	3.00	C	3.00	C
to	Bike	3.21	C	3.72	D	3.72	D
Garfield Avenue	Ped	2.06	B	1.77	A	3.15	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	2.75	B	2.75	B
to	Bike	3.19	C	3.66	D	3.70	D
Marengo Avenue	Ped	2.56	B	2.07	B	3.39	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	2.88	C	C	100%	3
	Bike	3.71	D	C	67%	3
	Ped	3.29	C	C	100%	3
	Overall		D	C	75%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrctn LOS	Segment LOS	Link LOS	Intrctn LOS	Segment LOS
1	n/a	C	D	C	D	B	B	C
2	n/a	C	D	C	D	A	B	C
3	n/a	B	D	C	D	B	B	C
Facility	n/a	C			D			C

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Layout Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Los Robles Avenue	70		Signal	6	30	304	0	0
Seg #1	44	453	Signal	3	25	39	0	0
Euclid Avenue								
Seg #2	58	395	Signal	3	25	7	0	0
Garfield Avenue								
Seg #3	59	526	Signal	5	25	355	0	0
Marengo Avenue								

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Traffic Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Los Robles Avenue	Euclid Avenue	25	0	0	Yes	2	0	0
2	Euclid Avenue	Garfield Avenue	25	0	0	No	2	0	0
3	Garfield Avenue	Marengo Avenue	25	0	0	Yes	2	0	0

Traffic Counts D= 55 K= 5 (shaded columns have calculated values)

	% LT Acc OppSide Acc Pts	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1141	2	62	12	1800	0.92	628	1512
2	0	0	0	1141	2	54	5	1800	0.92	628	1512
3	0	0	0	1049	2	24	25	180042	0.92	469	151235

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Los Robles Avenue	Euclid Avenue	1	No	32	0	0	100
2	Euclid Avenue	Garfield Avenue	1	No	32	0	100	100
3	Garfield Avenue	Marengo Avenue	1	No	32	0	100	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.7233	0.6081	2.2643	2.17	2.93	C
2	Yes	No	No RTs	Typical	3.7233	0.5845	2.1763	1.77	3.00	C
3	Yes	No	No RTs	Typical	3.7233	0.6382	2.3763	2.07	2.75	B
Avg									2.88	C

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Transit Data Report - continued

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Los Robles Avenue	Euclid Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	4	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Garfield Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	4	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Marengo Avenue	MTA 180	2	80	75	0
		MTA 181	2	80	75	0
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	4	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

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Cross Section Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

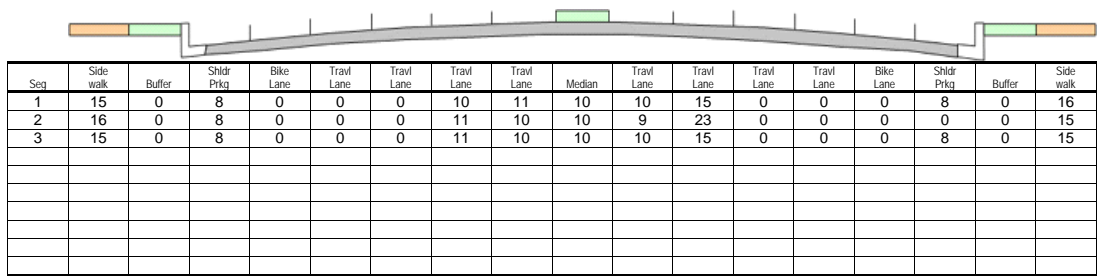
Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Los Robles Avenue	Euclid Avenue	0	No	21	Yes	Yes	3	No
2	Euclid Avenue	Garfield Avenue	0	No	49	Yes	Yes	3	No
3	Garfield Avenue	Marengo Avenue	0	No	23	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	21	0	0	2	0
2	[1]	[2]	0	0	0	0	48	0	0	2	0
3	[1]	[2]	0	0	0	0	67	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Marengo Avenue	Transit	n/a	n/a	2.80	C	2.80	C
to	Bike	1.66	A	4.04	D	3.55	D
Garfield Avenue	Ped	n/a		2.03	B	n/a	
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	3.08	C	3.08	C
to	Bike	0.87	A	1.57	A	3.13	C
Euclid Avenue	Ped	2.37	B	2.46	B	3.46	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	0.98	A	0.98	A
to	Bike	2.73	B	3.62	D	3.60	D
Los Robles Avenue	Ped	2.91	C	2.26	B	3.50	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	2.30	B	C	100%	3
	Bike	3.44	C	C	100%	3
	Ped	3.50	C	C	100%	3
	Overall		C	C	100%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	C	D	A	D	B	n/a	n/a
2	n/a	C	A	A	C	B	B	C
3	n/a	A	D	B	D	B	C	D
Facility	n/a	B			C			

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Layout Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/in	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Marengo Avenue	86		Signal	6	25	287	0	0
Seg #1	0	522	Signal	0	0	0	0	0
Garfield Avenue								
Seg #2	56	411	Signal	3	25	177	0	0
Euclid Avenue								
Seg #3	60	440	Signal	6	30	394	0	0
Los Robles Avenue								

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Traffic Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Marengo Avenue	Garfield Avenue	25	0	0	Yes	2	0	0
2	Garfield Avenue	Euclid Avenue	25	0	0	Yes	2	0	0
3	Euclid Avenue	Los Robles Avenue	25	0	0	Yes	2	0	0

Traffic Counts D= 50 K= 7.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1736	2	0	4	1800	0.92	868	1512
2	0	0	0	1850	2	150	17	1800	0.92	813	1512
3	0	0	0	2059	2	96	24	1800	0.92	824	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Marengo Avenue	Garfield Avenue	1	No	32	0	0	0
2	Garfield Avenue	Euclid Avenue	1	No	32	0	100	100
3	Euclid Avenue	Los Robles Avenue	0	No	0	0	0	0

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.6937	0.6325	2.3364	2.03	2.80	C
2	Yes	No	No RTs	Typical	3.6937	0.5932	2.1913	2.46	3.08	C
3	No	No	No RTs	Typical	3.6937	0.9673	3.5729	2.26	0.98	A
Avg									2.30	B

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Transit Data Report - continued

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Marengo Avenue	Garfield Avenue	MTA 180	2	80	75	11
		MAT 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Euclid Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Los Robles Avenue	MTA 180	2	80	75	0
		MTA 181	2	80	75	0
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

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Cross Section Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

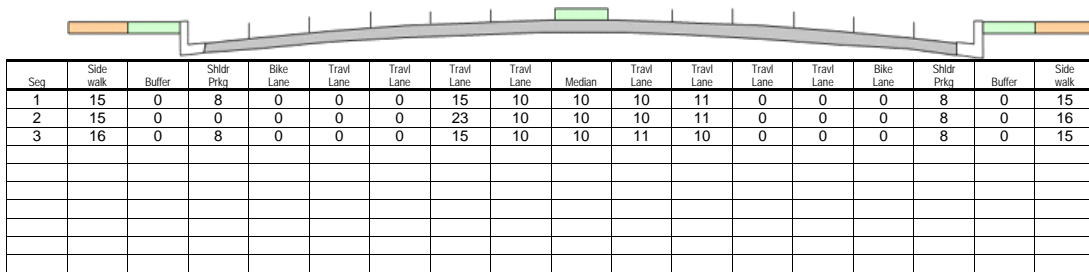
Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Marengo Avenue	Garfield Avenue	0	No	52	Yes	Yes	3	No
2	Garfield Avenue	Euclid Avenue	0	No	0	No	Yes	3	No
3	Euclid Avenue	Los Robles Avenue	0	No	43	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	86	0	0	2	0
2	[1]	[2]	0	0	0	0	72	0	0	2	0
3	[1]	[2]	0	0	0	0	70	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Los Robles Avenue	Transit	n/a	n/a	2.98	C	2.98	C
to	Bike	3.56	D	3.77	D	3.84	D
Euclid Avenue	Ped	2.09	B	2.59	B	3.44	C
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	3.04	C	3.04	C
to	Bike	3.46	C	3.91	D	3.83	D
Garfield Avenue	Ped	2.08	B	2.12	B	3.28	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	2.81	C	2.81	C
to	Bike	3.57	D	3.91	D	3.87	D
Marengo Avenue	Ped	2.63	B	2.58	B	3.53	D

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	2.93	C	C	100%	3
	Bike	3.85	D	C	67%	3
	Ped	3.43	C	C	100%	3
	Overall		D	C	67%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrctn LOS	Segment LOS	Link LOS	Intrctn LOS	Segment LOS
1	n/a	C	D	D	D	B	B	C
2	n/a	C	D	C	D	B	B	C
3	n/a	C	D	D	D	B	B	D
Facility	n/a	C			D			C

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Layout Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Los Robles Avenue	70		Signal	6	30	300	0	0
Seg #1	44	453	Signal	3	25	114	0	0
Euclid Avenue								
Seg #2	58	395	Signal	3	25	35	0	0
Garfield Avenue								
Seg #3	59	526	Signal	5	25	370	0	0
Marengo Avenue								

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Traffic Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Los Robles Avenue	Euclid Avenue	25	0	0	Yes	2	0	0
2	Euclid Avenue	Garfield Avenue	25	0	0	No	2	0	0
3	Garfield Avenue	Marengo Avenue	25	0	0	Yes	2	0	0

Traffic Counts D= 50 K= 7.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1965	2	30	19	1800	0.92	883	1512
2	0	0	0	1770	2	47	4	1800	0.92	929	1512
3	0	0	0	1897	2	39	19	1800	0.92	879	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Los Robles Avenue	Euclid Avenue	1	No	32	0	0	100
2	Euclid Avenue	Garfield Avenue	1	No	32	0	100	100
3	Garfield Avenue	Marengo Avenue	1	No	32	0	100	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.736	0.6085	2.2732	2.59	2.98	C
2	Yes	No	No RTs	Typical	3.736	0.5848	2.1847	2.12	3.04	C
3	Yes	No	No RTs	Typical	3.736	0.6387	2.3861	2.58	2.81	C
Avg									2.93	C

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Transit Data Report - continued

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Los Robles Avenue	Euclid Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Garfield Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Marengo Avenue	MTA 180	2	80	75	0
		MTA 181	2	80	75	0
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

—||—

Cross Section Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

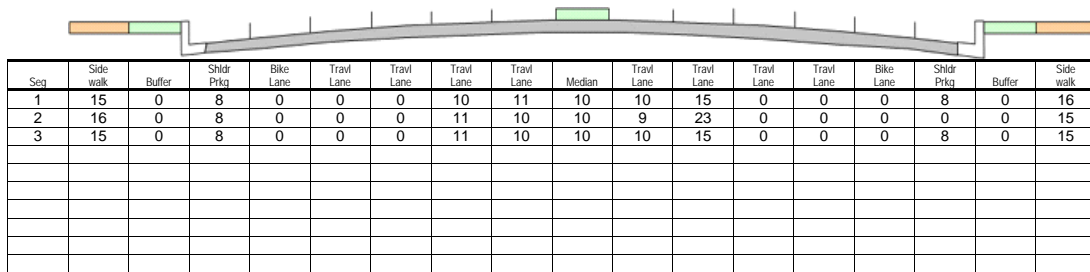
Paseo Colorado Center Redevelopment Project
 Baseline (2013) Plus Project Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Los Robles Avenue	Euclid Avenue	0	No	21	Yes	Yes	3	No
2	Euclid Avenue	Garfield Avenue	0	No	49	Yes	Yes	3	No
3	Garfield Avenue	Marengo Avenue	0	No	23	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	21	0	0	2	0
2	[1]	[2]	0	0	0	0	48	0	0	2	0
3	[1]	[2]	0	0	0	0	67	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



MMLOS Worksheets - Cumulative (2016) without Project Conditions

Results Summary

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Union Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.08	C	3.27	C	4.15	D
Colorado Boulevard	Ped	2.75	C	2.48	B	3.53	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.86	C	3.25	C	3.95	D
Green Street	Ped	2.54	B	2.09	B	3.39	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.22	C	4.42	E	4.06	D
Cordova Street	Ped	2.55	B	1.94	A	3.34	C

Using HCM 2010 Methodologies

==||==

Results Summary - continued

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
Transit	n/a	n/a				
Bike	4.05	D	C	67%	3	
Ped	3.40	C	C	100%	3	
Overall						

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	n/a	C	C	D	B	C	D
2	n/a	n/a	C	C	D	B	B	C
3	n/a	n/a	E	C	D	A	B	C
Facility	n/a	n/a			D			C

==||==

Layout Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Union Street	48		Signal	3	25	0	0	0
Seg #1	70	345	Signal	6	25	294	0	0
Colorado Boulevard								
Seg #2	56	481	Signal	5	30	273	0	0
Green Street								
Seg #3	60	817	Signal	5	35	94	0	0
Cordova Street								

==||==

Traffic Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Union Street	Colorado Boulevard	25	0	0	Yes	2	1	1
2	Colorado Boulevard	Green Street	25	3	100	Yes	2	1	0
3	Green Street	Cordova Street	25	2	0	Yes	2	1	1

Traffic Counts D= 50 K= 7.1 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1395	2	65	18	1800	0.92	662	1512
2	0	0	0	1384	2	0	35	1800	0.92	516	1512
3	0	0	0	1373	2	50	25	1800	0.92	484	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

==||==

Transit Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Union Street	Colorado Boulevard	0	No	0	0	0	0
2	Colorado Boulevard	Green Street	0	No	0	0	0	0
3	Green Street	Cordova Street	0	No	0	0	0	0

Transit Level of Service Calculation (N/A)

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceived Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS

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Transit Data Report - continued

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Union Street	Colorado Boulevard					
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Green Street					
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Cordova Street					

—||—

Cross Section Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

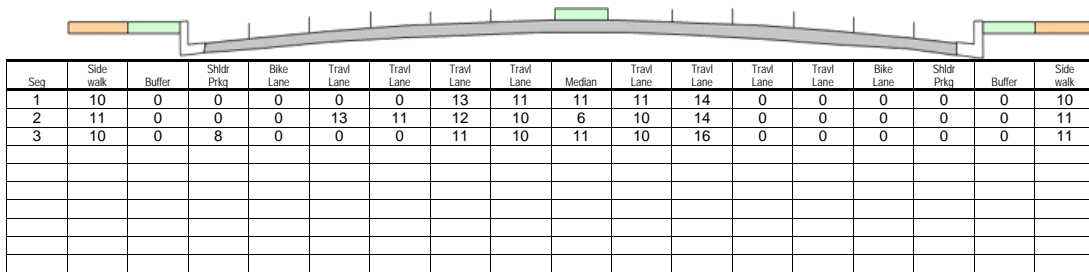
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Union Street	Colorado Boulevard	0	No	0	No	Yes	3	No
2	Colorado Boulevard	Green Street	0	No	0	No	Yes	3	No
3	Green Street	Cordova Street	0	No	48	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	0	0	2	2	0
2	[1]	[2]	0	0	0	0	0	0	0	2	0
3	[1]	[2]	0	0	0	0	0	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Cordova Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.03	B	3.53	D	3.72	D
Green Street	Ped	2.68	B	2.55	B	3.54	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.29	C	3.29	C
to	Bike	2.76	C	3.32	C	3.55	D
Colorado Boulevard	Ped	2.78	C	2.37	B	3.51	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.37	C	3.37	C
to	Bike	2.32	B	3.13	C	3.96	D
Union Street	Ped	2.10	B	2.46	B	3.41	C

Using HCM 2010 Methodologies

==||==

Results Summary - continued

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.37	C	C	100%	3
	Bike	3.73	D	C	67%	3
	Ped	3.50	C	C	100%	3
	Overall					

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	n/a	D	B	D	B	B	D
2	n/a	C	C	C	D	B	C	D
3	n/a	C	C	B	D	B	B	C
Facility	n/a	C			D			C

==||==

Cumulative Base AM - Northbound

CompleteStreetsLOS

Layout Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Cordova Street	70		Signal	5	35	302	0	0
Seg #1	46	833	Signal	4	30	0	0	0
Green Street								
Seg #2	70	467	Signal	6	25	294	0	0
Colorado Boulevard								
Seg #3	35	376	Signal	3	25	190	0	0
Union Street								

—||—

Cumulative Base AM - Northbound

CompleteStreetsLOS

Traffic Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Cordova Street	Green Street	25	2	0	No	2	1	1
2	Green Street	Colorado Boulevard	25	3	100	Yes	2	0	1
3	Colorado Boulevard	Union Street	25	0	0	Yes	2	1	1

Traffic Counts D= 50 K= 7.1 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1254	2	129	19	1800	0.92	613	1512
2	0	0	0	1388	2	77	15	1800	0.92	577	1512
3	0	0	0	1466	2	0	11	1800	0.92	709	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

—||—

Transit Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Cordova Street	Green Street	0	No	0	0	0	0
2	Green Street	Colorado Boulevard	0	No	0	0	0	0
3	Colorado Boulevard	Union Street	0	No	0	0	0	0

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2	Yes	No	No RTs	Typical	2.4805	0.8241	2.0442	2.37	3.29	C
3	Yes	No	No RTs	Typical	2.4805	0.8046	1.9959	2.46	3.37	C

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Transit Data Report - continued

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Cordova Street	Green Street					
		ARTS 40	3	80	75	11

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Colorado Boulevard					
		ARTS 40	3	80	75	0

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Cross Section Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

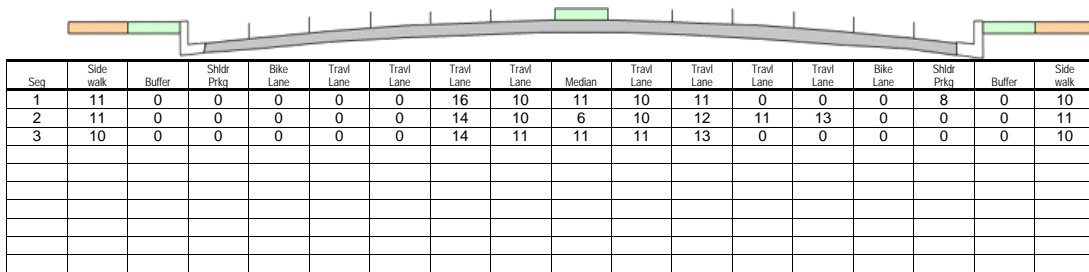
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Cordova Street	Green Street	0	No	0	No	Yes	3	No
2	Green Street	Colorado Boulevard	0	No	0	No	Yes	3	No
3	Colorado Boulevard	Union Street	0	No	0	No	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	0	25	0	2	0
2	[1]	[2]	0	0	0	0	45	10	0	2	0
3	[1]	[2]	0	0	0	0	96	0	0	1	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Union Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.19	C	3.35	C	4.19	D
Colorado Boulevard	Ped	2.91	C	2.62	B	3.59	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.92	C	3.30	C	3.97	D
Green Street	Ped	2.63	B	2.13	B	3.42	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.47	C	4.59	E	4.16	D
Cordova Street	Ped	2.61	B	2.27	B	3.45	C

Using HCM 2010 Methodologies

==||==

Results Summary - continued

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
Transit	n/a	n/a				
Bike	4.11	D	C	67%	3	
Ped	3.47	C	C	100%	3	
Overall						

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	n/a	C	C	D	B	C	D
2	n/a	n/a	C	C	D	B	B	C
3	n/a	n/a	E	C	D	B	B	C
Facility	n/a	n/a			D			C

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Layout Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Union Street	48		Signal	3	25	0	0	0
Seg #1	70	345	Signal	6	25	473	0	0
Colorado Boulevard								
Seg #2	56	481	Signal	5	30	375	0	0
Green Street								
Seg #3	60	817	Signal	5	35	113	0	0
Cordova Street								

==||==

Traffic Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Union Street	Colorado Boulevard	25	0	0	Yes	2	1	1
2	Colorado Boulevard	Green Street	25	3	100	Yes	2	1	0
3	Green Street	Cordova Street	25	2	0	Yes	2	1	1

Traffic Counts D= 52 K= 8.5 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1662	2	86	26	1800	0.92	691	1512
2	0	0	0	1535	2	0	22	1800	0.92	682	1512
3	0	0	0	1592	2	26	28	1800	0.92	679	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

==||==

Transit Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Union Street	Colorado Boulevard	0	No	0	0	0	0
2	Colorado Boulevard	Green Street	0	No	0	0	0	0
3	Green Street	Cordova Street	0	No	0	0	0	0

Transit Level of Service Calculation (N/A)

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceived Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS

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Transit Data Report - continued

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Union Street	Colorado Boulevard					
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Green Street					
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Cordova Street					

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Cross Section Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

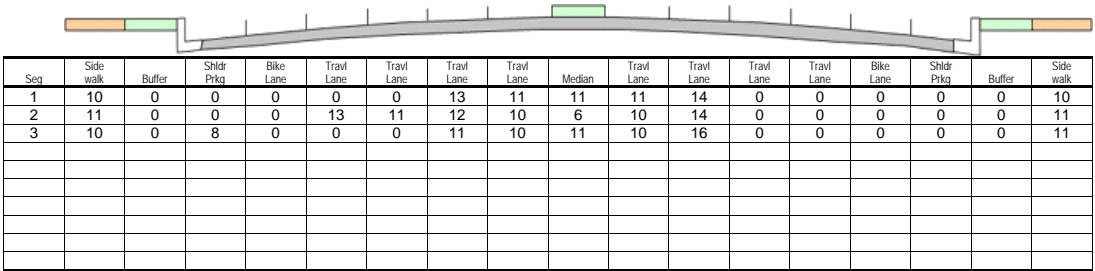
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Union Street	Colorado Boulevard	0	No	0	No	Yes	3	No
2	Colorado Boulevard	Green Street	0	No	0	No	Yes	3	No
3	Green Street	Cordova Street	0	No	48	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	0	0	2	2	0
2	[1]	[2]	0	0	0	0	0	0	0	2	0
3	[1]	[2]	0	0	0	0	0	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Cordova Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.13	B	3.60	D	3.74	D
Green Street	Ped	2.69	B	2.68	B	3.57	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.31	C	3.31	C
to	Bike	2.87	C	3.39	C	3.59	D
Colorado Boulevard	Ped	3.12	C	2.52	B	3.60	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.38	C	3.38	C
to	Bike	2.33	B	3.14	C	3.96	D
Union Street	Ped	2.32	B	2.47	B	3.45	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.38	C	C	100%	3
	Bike	3.75	D	C	67%	3
	Ped	3.55	D	C	67%	3
	Overall					

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	n/a	D	B	D	B	B	D
2	n/a	C	C	C	D	B	C	D
3	n/a	C	C	B	D	B	B	C
Facility	n/a	C			D			D

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Speed Calculation Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
Cumulative (2016) Base Conditions - PM Peak Hour

Auto Speed Calculation (N/A)

Table with 9 columns: Segment & Downstream Signal, Adj Free Speed (mph), Segment Length (feet), Control Delay (secs), Running Time (secs), Calib Adjmnt (mph), Calming Reduction (mph), Average Speed (mph), HCM 2010 LOS

Transit Speed Calculation

Table with 9 columns: Segment, Segment Length (feet), Bus Stops (#), Running Speed (mph), Stop Delay (sec), Running Time (sec), Delay at Intersectn (sec), Travel Speed (mph), HCM 2010 LOS

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Pedestrian & Bicycle LOS Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
Cumulative (2016) Base Conditions - PM Peak Hour

Pedestrian LOS Calculation

Table with 10 columns: Segment & Downstream Signal, Cross Street Xing Score, Cross Street Xing LOS, Segment Xing Score, Segment Xing LOS, Link LOS Score, Link LOS, RCDF, Segment LOS Score, HCM 2010 Segment LOS

Bicycle LOS Calculation

Table with 9 columns: Segment & Downstream Signal, Mid-Seg Traffic Speed (mph), Bicycle Travel Speed (mph), Intersectn LOS Score, Intersectn LOS, Link LOS Score, Link LOS, Segment LOS Score, HCM 2010 Segment LOS

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Cumulative Base PM - Northbound

CompleteStreetsLOS

Layout Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Cordova Street	70		Signal	5	35	445	0	0
Seg #1	46	833	Signal	4	30	0	0	0
Green Street								
Seg #2	70	467	Signal	6	25	554	0	0
Colorado Boulevard								
Seg #3	35	376	Signal	3	25	472	0	0
Union Street								

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Cumulative Base PM - Northbound

CompleteStreetsLOS

Traffic Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Cordova Street	Green Street	25	2	0	No	2	1	1
2	Green Street	Colorado Boulevard	25	3	100	Yes	2	0	1
3	Colorado Boulevard	Union Street	25	0	0	Yes	2	1	1

Traffic Counts D= 48 K= 8.5 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1663	2	90	32	1800	0.92	595	1512
2	0	0	0	1545	2	206	19	1800	0.92	657	1512
3	0	0	0	1503	2	0	6	1800	0.92	758	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7		4	0

==||==

Transit Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Cordova Street	Green Street	0	No	0	0	0	0
2	Green Street	Colorado Boulevard	0	No	0	0	0	0
3	Colorado Boulevard	Union Street	0	No	0	0	0	0

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2	Yes	No	No RTs	Typical	2.4805	0.8236	2.0428	2.52	3.31	C
3	Yes	No	No RTs	Typical	2.4805	0.8046	1.9957	2.47	3.38	C

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Transit Data Report - continued

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Cordova Street	Green Street					
		ARTS 40	3	80	75	11

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Colorado Boulevard					
		ARTS 40	3	80	75	0

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Cross Section Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

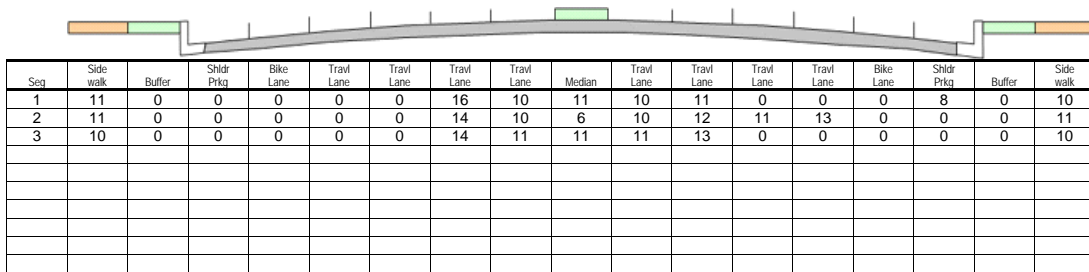
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Cordova Street	Green Street	0	No	0	No	Yes	3	No
2	Green Street	Colorado Boulevard	0	No	0	No	Yes	3	No
3	Colorado Boulevard	Union Street	0	No	0	No	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	0	25	0	2	0
2	[1]	[2]	0	0	0	0	45	10	0	2	0
3	[1]	[2]	0	0	0	0	96	0	0	1	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Union Street	Transit	n/a	n/a	3.46	C	3.46	C
to	Bike	3.17	C	3.84	D	3.72	D
Colorado Boulevard	Ped	2.95	C	2.73	B	3.62	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.78	D	3.78	D
to	Bike	3.07	C	3.83	D	3.70	D
Green Street	Ped	2.70	B	2.59	B	3.55	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.41	C	3.41	C
to	Bike	3.09	C	3.85	D	3.92	D
Cordova Street	Ped	2.64	B	2.31	B	3.47	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.52	D	C	67%	3
	Bike	3.81	D	C	67%	3
	Ped	3.53	D	C	67%	3
	Overall					

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	C	D	C	D	B	C	D
2	n/a	D	D	C	D	B	B	D
3	n/a	C	D	C	D	B	B	C
Facility	n/a	D			D			D

==||==

Speed Calculation Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
Cumulative (2016) Base Conditions - AM Peak Hour

Auto Speed Calculation (N/A)

Table with 9 columns: Segment & Downstream Signal, Adj Free Speed (mph), Segment Length (feet), Control Delay (secs), Running Time (secs), Calib Adjmnt (mph), Calming Reduction (mph), Average Speed (mph), HCM 2010 LOS

Transit Speed Calculation

Table with 9 columns: Segment, Segment Length (feet), Bus Stops (#), Running Speed (mph), Stop Delay (sec), Running Time (sec), Delay at Intersectn (sec), Travel Speed (mph), HCM 2010 LOS

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Pedestrian & Bicycle LOS Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
Cumulative (2016) Base Conditions - AM Peak Hour

Pedestrian LOS Calculation

Table with 10 columns: Segment & Downstream Signal, Cross Street Xing Score, Cross Street Xing LOS, Segment Xing Score, Segment Xing LOS, Link LOS Score, Link LOS, RCDF, Segment LOS Score, HCM 2010 Segment LOS

Bicycle LOS Calculation

Table with 9 columns: Segment & Downstream Signal, Mid-Seg Traffic Speed (mph), Bicycle Travel Speed (mph), Intersectn LOS Score, Intersectn LOS, Link LOS Score, Link LOS, Segment LOS Score, HCM 2010 Segment LOS

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Cumulative Base AM-Southbound

CompleteStreetsLOS

Layout Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Union Street	73		Signal	3	25	0	0	0
Seg #1	69	503	Signal	6	25	272	0	0
Colorado Boulevard								
Seg #2	56	482	Signal	6	30	348	0	0
Green Street								
Seg #3	61	879	Signal	5	35	120	0	0
Cordova Street								

==||==

Cumulative Base AM-Southbound

CompleteStreetsLOS

Traffic Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Union Street	Colorado Boulevard	30	2	0	Yes	2	0	0
2	Colorado Boulevard	Green Street	30	2	0	Yes	2	0	1
3	Green Street	Cordova Street	30	0	0	Yes	2	1	1

Traffic Counts D= 45 K= 7.3 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1682	2	175	30	1800	0.92	650	1512
2	0	0	0	1561	2	18	22	1800	0.92	618	1512
3	0	0	0	1454	2	68	39	1800	0.92	438	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	III	4	0
2	100	42	7	7	III	4	0
3	100	42	7	7	III	4	0

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Transit Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Union Street	Colorado Boulevard	1	No	32	0	0	100
2	Colorado Boulevard	Green Street	1	No	32	0	100	100
3	Green Street	Cordova Street	1	No	32	0	0	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.1498	0.6240	1.9656	2.73	3.46	C
2	Yes	No	No RTs	Typical	2.7951	0.6209	1.7355	2.59	3.78	D
3	Yes	No	No RTs	Typical	2.7951	0.7004	1.9577	2.31	3.41	C
Avg									3.52	D

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Transit Data Report - continued

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Union Street	Colorado Boulevard	MTA 267	2	80	75	0
		MTA 687	2	80	75	0
		LADTO	2	80	75	0
		CE 549				
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Green Street	MTA 267	2	80	75	0
		LADOT	2	80	75	0
		CE 549				
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Cordova Street	MTA 267	2	80	75	0
		LADOT	2	80	75	0
		CE 549				

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Cross Section Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

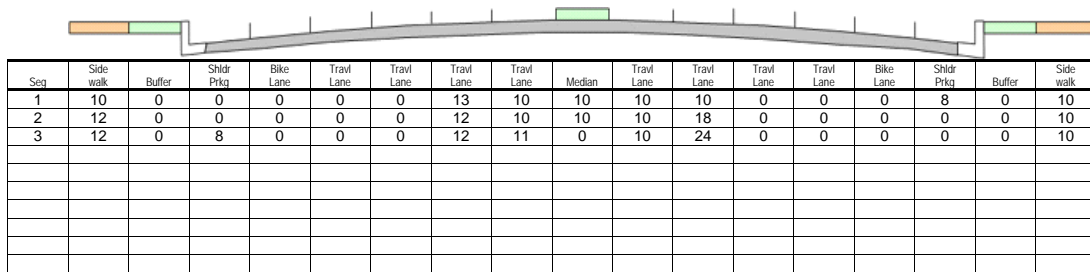
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Union Street	Colorado Boulevard	0	No	0	No	Yes	3	No
2	Colorado Boulevard	Green Street	0	No	0	No	Yes	3	No
3	Green Street	Cordova Street	0	No	22	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	35	0	0	2	0
2	[1]	[2]	0	0	0	0	0	0	0	2	0
3	[1]	[2]	0	0	0	0	18	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Cordova Street	Transit	n/a	n/a	3.43	C	3.43	C
to	Bike	0.39	A	2.03	B	3.40	C
Green Street	Ped	2.61	B	2.47	B	3.50	C
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.81	D	3.81	D
to	Bike	2.11	B	2.89	C	3.80	D
Colorado Boulevard	Ped	2.99	C	2.54	B	3.58	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.33	C	3.33	C
to	Bike	3.47	C	4.32	E	3.90	D
Union Street	Ped	2.48	B	2.08	B	3.38	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.49	C	C	100%	3
	Bike	3.63	D	C	67%	3
	Ped	3.49	C	C	100%	3
	Overall		D	C	75%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	C	B	A	C	B	B	D
2	n/a	D	C	B	D	B	C	D
3	n/a	C	E	C	D	B	B	C
Facility	n/a	C			D			C

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Cumulative Base AM - Northbound

CompleteStreetsLOS

Layout Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Cordova Street	67		Signal	5	35	290	0	0
Seg #1	48	894	Signal	3	30	0	0	0
Green Street								
Seg #2	71	463	Signal	6	25	324	0	0
Colorado Boulevard								
Seg #3	54	513	Signal	5	25	215	0	0
Union Street								

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Cumulative Base AM - Northbound

CompleteStreetsLOS

Traffic Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Cordova Street	Green Street	30	0	0	No	2	1	1
2	Green Street	Colorado Boulevard	30	2	0	Yes	2	1	0
3	Colorado Boulevard	Union Street	30	2	0	Yes	2	0	0

Traffic Counts D= 55 K= 7.3 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1392	2	158	12	1800	0.92	718	1512
2	0	0	0	1557	2	204	24	1800	0.92	691	1512
3	0	0	0	1571	2	27	20	1800	0.92	638	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	III	4	0
2	100	42	7	7	III	4	0
3	100	42	7	7	III	4	0

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Transit Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Cordova Street	Green Street	1	No	32	0	0	100
2	Green Street	Colorado Boulevard	1	No	32	0	100	100
3	Colorado Boulevard	Union Street	1	No	32	0	100	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	2.7951	0.7024	1.9634	2.47	3.43	C
2	Yes	No	No RTs	Typical	2.7951	0.6137	1.7154	2.54	3.81	D
3	Yes	No	No RTs	Typical	3.1498	0.6316	1.9893	2.08	3.33	C
Avg									3.49	C

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Transit Data Report - continued

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Cordova Street	Green Street	MTA 267	2	80	75	0
		LADOT CE 549	2	80	75	0
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Colorado Boulevard	MTA 267	2	80	75	0
		LADOT CE 549	2	80	75	0
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Union Street	MTA 267	2	80	75	0
		MTA 687	2	80	75	0
		LADOT CE 549	2	80	75	0

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Cross Section Data Report

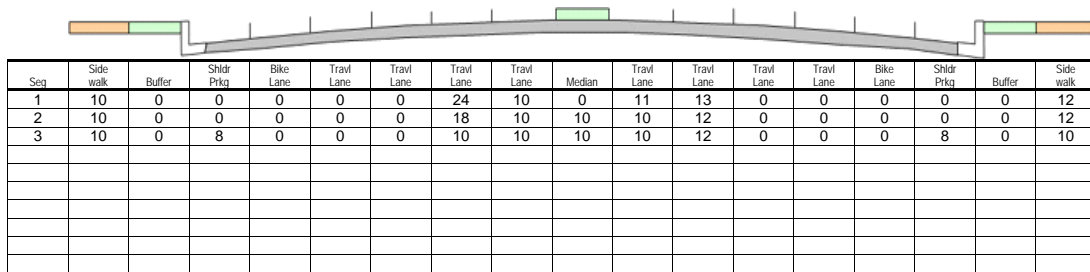
Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Cordova Street	Green Street	0	No	0	No	Yes	3	No
2	Green Street	Colorado Boulevard	0	No	0	No	Yes	3	No
3	Colorado Boulevard	Union Street	0	No	43	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	19	0	0	2	0
2	[1]	[2]	0	0	0	0	47	0	0	2	0
3	[1]	[2]	0	0	0	0	65	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.
 [2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Union Street	Transit	n/a	n/a	3.47	C	3.47	C
to	Bike	3.20	C	3.85	D	3.74	D
Colorado Boulevard	Ped	3.23	C	2.77	C	3.68	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.80	D	3.80	D
to	Bike	3.13	C	3.87	D	3.72	D
Green Street	Ped	2.83	C	2.67	B	3.59	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.45	C	3.45	C
to	Bike	3.31	C	4.00	D	4.00	D
Cordova Street	Ped	2.64	B	2.61	B	3.54	D

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.55	D	C	67%	3
	Bike	3.86	D	C	67%	3
	Ped	3.59	D	C	67%	3
	Overall					

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	C	D	C	D	C	C	D
2	n/a	D	D	C	D	B	C	D
3	n/a	C	D	C	D	B	B	D
Facility	n/a	D			D			D

—||—

Layout Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Union Street	73		Signal	3	25	0	0	0
Seg #1	69	503	Signal	6	25	513	0	0
Colorado Boulevard								
Seg #2	56	482	Signal	6	30	445	0	0
Green Street								
Seg #3	61	879	Signal	5	35	181	0	0
Cordova Street								

==||==

Traffic Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Union Street	Colorado Boulevard	30	2	0	Yes	2	0	0
2	Colorado Boulevard	Green Street	30	2	0	Yes	2	0	1
3	Green Street	Cordova Street	30	0	0	Yes	2	1	1

Traffic Counts D= 45 K= 8.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1953	2	258	34	1800	0.92	636	1512
2	0	0	0	1820	2	47	13	1800	0.92	752	1512
3	0	0	0	1659	2	17	33	1800	0.92	663	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	III	4	0
2	100	42	7	7	III	4	0
3	100	42	7	7	III	4	0

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Transit Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Union Street	Colorado Boulevard	1	No	32	0	0	100
2	Colorado Boulevard	Green Street	1	No	32	0	100	100
3	Green Street	Cordova Street	1	No	32	0	0	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.1498	0.6240	1.9656	2.77	3.47	C
2	Yes	No	No RTs	Typical	2.7951	0.6209	1.7355	2.67	3.80	D
3	Yes	No	No RTs	Typical	2.7951	0.7004	1.9577	2.61	3.45	C
Avg									3.55	D

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Transit Data Report - continued

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Union Street	Colorado Boulevard	MTA 267	2	80	75	0
		MTA 687	2	80	75	0
		LADTO	2	80	75	0
		CE 549				
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Green Street	MTA 267	2	80	75	0
		LADOT	2	80	75	0
		CE 549				
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Cordova Street	MTA 267	2	80	75	0
		LADOT	2	80	75	0
		CE 549				

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Cross Section Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013


Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Union Street	Colorado Boulevard	0	No	0	No	Yes	3	No
2	Colorado Boulevard	Green Street	0	No	0	No	Yes	3	No
3	Green Street	Cordova Street	0	No	22	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	35	0	0	2	0
2	[1]	[2]	0	0	0	0	0	0	0	2	0
3	[1]	[2]	0	0	0	0	18	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Seg	Side walk	Buffer	Shldr Prkq	Bike Lane	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Median	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Bike Lane	Shldr Prkq	Buffer	Side walk
1	10	0	0	0	0	0	13	10	10	10	10	0	0	0	8	0	10
2	12	0	0	0	0	0	12	10	10	10	18	0	0	0	0	0	10
3	12	0	8	0	0	0	12	11	0	10	24	0	0	0	0	0	10

Results Summary

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Cordova Street	Transit	n/a	n/a	3.43	C	3.43	C
to	Bike	0.44	A	2.06	B	3.40	C
Green Street	Ped	2.59	B	2.53	B	3.51	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.84	D	3.84	D
to	Bike	2.28	B	2.95	C	3.83	D
Colorado Boulevard	Ped	3.15	C	2.77	C	3.66	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.41	C	3.41	C
to	Bike	3.85	D	4.53	E	4.09	D
Union Street	Ped	2.59	B	2.60	B	3.53	D

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.53	D	C	67%	3
	Bike	3.70	D	C	67%	3
	Ped	3.56	D	C	67%	3
	Overall					

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	C	B	A	C	B	B	D
2	n/a	D	C	B	D	C	C	D
3	n/a	C	E	D	D	B	B	D
Facility	n/a	D			D			D

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Cumulative Base PM - Northbound

CompleteStreetsLOS

Layout Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Cordova Street	67		Signal	5	35	416	0	0
Seg #1	48	894	Signal	3	30	0	0	0
Green Street								
Seg #2	71	463	Signal	6	25	532	0	0
Colorado Boulevard								
Seg #3	54	513	Signal	5	25	266	0	0
Union Street								

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Cumulative Base PM - Northbound

CompleteStreetsLOS

Traffic Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Cordova Street	Green Street	30	0	0	No	2	1	1
2	Green Street	Colorado Boulevard	30	2	0	Yes	2	1	0
3	Colorado Boulevard	Union Street	30	2	0	Yes	2	0	0

Traffic Counts D= 55 K= 8.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1683	2	101	7	1800	0.92	812	1512
2	0	0	0	1836	2	219	25	1800	0.92	840	1512
3	0	0	0	1968	2	62	11	1800	0.92	1121	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	III	4	0
2	100	42	7	7	III	4	0
3	100	42	7	7	III	4	0

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Transit Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Cordova Street	Green Street	1	No	32	0	0	100
2	Green Street	Colorado Boulevard	1	No	32	0	100	100
3	Colorado Boulevard	Union Street	1	No	32	0	100	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	2.7951	0.7024	1.9634	2.53	3.43	C
2	Yes	No	No RTs	Typical	2.7951	0.6137	1.7154	2.77	3.84	D
3	Yes	No	No RTs	Typical	3.1498	0.6316	1.9893	2.60	3.41	C
Avg									3.53	D

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Transit Data Report - continued

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Cordova Street	Green Street	MTA 267	2	80	75	0
		LADOT CE 549	2	80	75	0
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Colorado Boulevard	MTA 267	2	80	75	0
		LADOT CE 549	2	80	75	0
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Union Street	MTA 267	2	80	75	0
		MTA 687	2	80	75	0
		LADOT CE 549	2	80	75	0

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Cross Section Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013


Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Cordova Street	Green Street	0	No	0	No	Yes	3	No
2	Green Street	Colorado Boulevard	0	No	0	No	Yes	3	No
3	Colorado Boulevard	Union Street	0	No	43	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	19	0	0	2	0
2	[1]	[2]	0	0	0	0	47	0	0	2	0
3	[1]	[2]	0	0	0	0	65	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Seg	Side walk	Buffer	Shldr Prkq	Bike Lane	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Median	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Bike Lane	Shldr Prkq	Buffer	Side walk
1	10	0	0	0	0	0	24	10	0	11	13	0	0	0	0	0	12
2	10	0	0	0	0	0	18	10	10	10	12	0	0	0	0	0	12
3	10	0	8	0	0	0	10	10	10	10	12	0	0	0	8	0	10

Results Summary

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Marengo Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.16	B	3.88	D	3.57	D
Garfield Avenue	Ped	n/a		2.53	B	n/a	
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.86	C	3.40	C	3.59	D
Euclid Avenue	Ped	1.80	A	2.38	B	3.31	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.17	C	3.56	D	4.10	D
Los Robles Avenue	Ped	2.51	B	2.39	B	3.46	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
Transit	n/a	n/a				
Bike	3.74	D	C		3	
Ped	3.46	C	C		3	
Overall			C	C	83%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	n/a	D	B	D	B	n/a	n/a
2	n/a	n/a	C	C	D	B	A	C
3	n/a	n/a	D	C	D	B	B	C
Facility	n/a	n/a			D			C

==||==

Layout Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Marengo Avenue	66		Signal	5	25	314	0	0
Seg #1	0	522	Signal	0	0	0	0	0
Garfield Avenue								
Seg #2	50	411	Signal	2	25	44	0	0
Euclid Avenue								
Seg #3	59	440	Signal	4	30	416	0	0
Los Robles Avenue								

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Traffic Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Marengo Avenue	Garfield Avenue	30	1	0	Yes	4	0	0
2	Garfield Avenue	Euclid Avenue	30	1	0	Yes	4	0	0
3	Euclid Avenue	Los Robles Avenue	30	1	0	Yes	3	1	0

Traffic Counts D= 100 K= 5.1 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1328	2	0	16	1800	0.92	1213	3024
2	0	0	0	1191	2	13	7	1800	0.92	1204	3024
3	0	0	0	1182	2	0	20	1800	0.92	1028	2268

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Marengo Avenue	Garfield Avenue	0	No	0	0	0	0
2	Garfield Avenue	Euclid Avenue	0	No	0	0	0	0
3	Euclid Avenue	Los Robles Avenue	0	No	0	0	0	0

Transit Level of Service Calculation (N/A)

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS

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Transit Data Report - continued

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Marengo Avenue	Garfield Avenue					
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Euclid Avenue					
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Los Robles Avenue					

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Cross Section Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

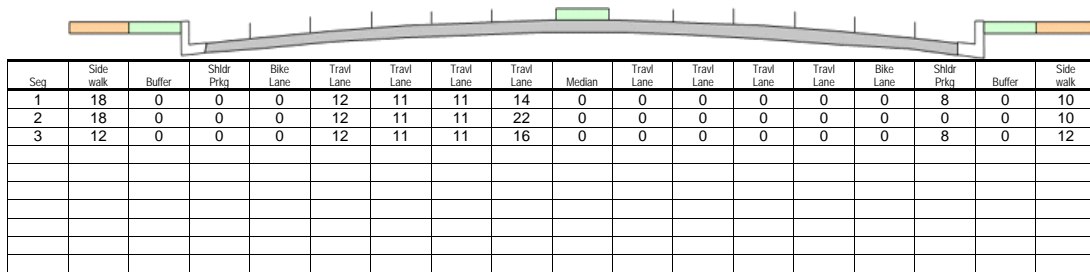
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Marengo Avenue	Garfield Avenue	0	No	0	No	Yes	3	No
2	Garfield Avenue	Euclid Avenue	0	No	0	No	Yes	3	No
3	Euclid Avenue	Los Robles Avenue	0	No	0	No	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	54	0	0	2	0
2	[1]	[2]	0	0	0	0	52	0	0	2	0
3	[1]	[2]	0	0	0	0	2	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Marengo Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.28	B	3.97	D	3.59	D
Garfield Avenue	Ped	n/a		2.71	B	n/a	
Segment #2	Auto	3.46	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.07	C	3.53	D	3.65	D
Euclid Avenue	Ped	1.82	A	2.67	B	3.41	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.46	C	3.70	D	4.21	D
Los Robles Avenue	Ped	2.59	B	2.69	B	3.55	D

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
Transit	n/a	n/a				
Bike	3.81	D	C		3	
Ped	3.55	D	C		3	
Overall			C	C	83%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle		Pedestrian			
			Link LOS	Intrscn LOS	Link LOS	Intrscn LOS	Segment LOS	
1	n/a	n/a	D	B	D	B	n/a	n/a
2	n/a	n/a	D	C	D	B	A	C
3	n/a	n/a	D	C	D	B	B	D
Facility	n/a	n/a			D			D

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Layout Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Marengo Avenue	66		Signal	5	25	303	0	0
Seg #1	0	522	Signal	0	0	0	0	0
Garfield Avenue								
Seg #2	50	411	Signal	2	25	64	0	0
Euclid Avenue								
Seg #3	59	440	Signal	4	30	445	0	0
Los Robles Avenue								

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Traffic Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Marengo Avenue	Garfield Avenue	30	1	0	Yes	4	0	0
2	Garfield Avenue	Euclid Avenue	30	1	0	Yes	4	0	0
3	Euclid Avenue	Los Robles Avenue	30	1	0	Yes	3	1	0

Traffic Counts D= 100 K= 9.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1609	2	0	10	1800	0.92	1574	3024
2	0	0	0	1661	2	19	7	1800	0.92	1679	3024
3	0	0	0	1670	2	0	28	1800	0.92	1307	2268

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Marengo Avenue	Garfield Avenue	0	No	0	0	0	0
2	Garfield Avenue	Euclid Avenue	0	No	0	0	0	0
3	Euclid Avenue	Los Robles Avenue	0	No	0	0	0	0

Transit Level of Service Calculation (N/A)

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS

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Transit Data Report - continued

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Marengo Avenue	Garfield Avenue					
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Euclid Avenue					
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Los Robles Avenue					

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Cross Section Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

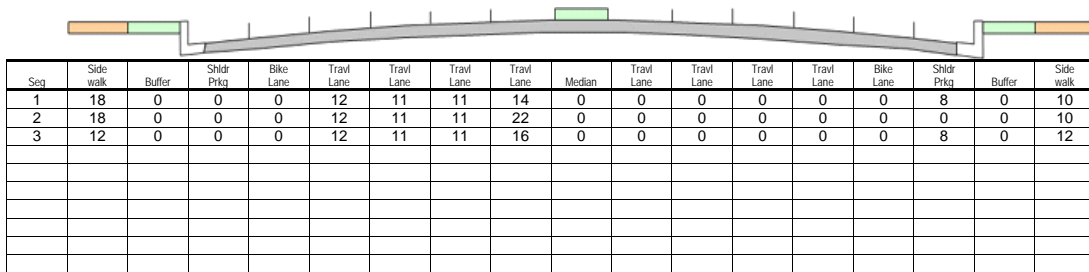
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Marengo Avenue	Garfield Avenue	0	No	0	No	Yes	3	No
2	Garfield Avenue	Euclid Avenue	0	No	0	No	Yes	3	No
3	Euclid Avenue	Los Robles Avenue	0	No	0	No	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	54	0	0	2	0
2	[1]	[2]	0	0	0	0	52	0	0	2	0
3	[1]	[2]	0	0	0	0	2	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Marengo Avenue	Transit	n/a	n/a	2.78	C	2.78	C
to	Bike	1.55	A	3.97	D	3.54	D
Garfield Avenue	Ped	n/a		1.88	A	n/a	
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	3.04	C	3.04	C
to	Bike	0.68	A	1.44	A	3.10	C
Euclid Avenue	Ped	2.06	B	2.20	B	3.31	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	0.90	A	0.90	A
to	Bike	2.42	B	3.45	C	3.52	D
Los Robles Avenue	Ped	2.90	C	1.83	A	3.39	C

Using HCM 2010 Methodologies

—||—

Results Summary - continued

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
Transit		2.25	B	C	100%	3
Bike		3.40	C	C	100%	3
Ped		3.39	C	C	100%	3
Overall			C	C	100%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	C	D	A	D	A	n/a	n/a
2	n/a	C	A	A	C	B	B	C
3	n/a	A	C	B	D	A	C	C
Facility	n/a	B			C			C

—||—

Layout Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Marengo Avenue	86		Signal	6	25	294	0	0
Seg #1	0	522	Signal	0	0	0	0	0
Garfield Avenue								
Seg #2	56	411	Signal	3	25	27	0	0
Euclid Avenue								
Seg #3	60	440	Signal	6	30	350	0	0
Los Robles Avenue								

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Traffic Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Marengo Avenue	Garfield Avenue	25	0	0	Yes	2	0	0
2	Garfield Avenue	Euclid Avenue	25	0	0	Yes	2	0	0
3	Euclid Avenue	Los Robles Avenue	25	0	0	Yes	2	0	0

Traffic Counts D= 45 K= 5 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1443	2	0	5	1800	0.92	733	1512
2	0	0	0	1443	2	49	14	1800	0.92	644	1512
3	0	0	0	1477	2	107	24	1800	0.92	537	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Marengo Avenue	Garfield Avenue	1	No	32	0	0	0
2	Garfield Avenue	Euclid Avenue	1	No	32	0	100	100
3	Euclid Avenue	Los Robles Avenue	0	No	0	0	0	0

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.6937	0.6325	2.3364	1.88	2.78	C
2	Yes	No	No RTs	Typical	3.6937	0.5932	2.1913	2.20	3.04	C
3	No	No	No RTs	Typical	3.6937	0.9702	3.5838	1.83	0.90	A
Avg									2.25	B

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Transit Data Report - continued

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Marengo Avenue	Garfield Avenue	MTA 180	2	80	75	11
		MAT 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Euclid Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Los Robles Avenue	MTA 180	2	80	75	0
		MTA 181	2	80	75	0
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

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Cross Section Data Report

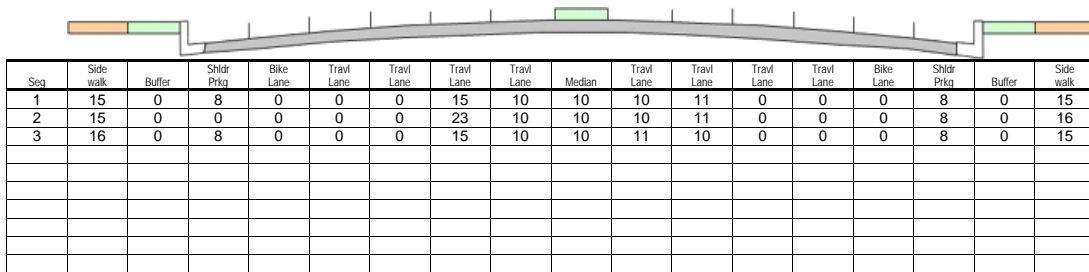
Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Marengo Avenue	Garfield Avenue	0	No	52	Yes	Yes	3	No
2	Garfield Avenue	Euclid Avenue	0	No	0	No	Yes	3	No
3	Euclid Avenue	Los Robles Avenue	0	No	43	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	86	0	0	2	0
2	[1]	[2]	0	0	0	0	72	0	0	2	0
3	[1]	[2]	0	0	0	0	70	0	0	2	0

- [1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.
- [2] Only needed if bike speed and delay are to be calculated.



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Results Summary

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Los Robles Avenue	Transit	n/a	n/a	2.96	C	2.96	C
to	Bike	3.39	C	3.68	D	3.76	D
Euclid Avenue	Ped	2.11	B	2.36	B	3.38	C
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	3.02	C	3.02	C
to	Bike	3.32	C	3.82	D	3.76	D
Garfield Avenue	Ped	2.07	B	1.92	A	3.21	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	2.77	C	2.77	C
to	Bike	3.31	C	3.75	D	3.75	D
Marengo Avenue	Ped	2.60	B	2.22	B	3.44	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Facility	Auto	Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Auto	n/a	n/a			
	Transit	2.90	C	C	100%	3
	Bike	3.76	D	C	67%	3
	Ped	3.35	C	C	100%	3
	Overall		D	C	75%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	C	D	C	D	B	B	C
2	n/a	C	D	C	D	A	B	C
3	n/a	C	D	C	D	B	B	C
Facility	n/a	C			D			C

—||—

Layout Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Los Robles Avenue	70		Signal	6	30	330	0	0
Seg #1	44	453	Signal	3	25	38	0	0
Euclid Avenue								
Seg #2	58	395	Signal	3	25	13	0	0
Garfield Avenue								
Seg #3	59	526	Signal	5	25	384	0	0
Marengo Avenue								

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Traffic Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Los Robles Avenue	Euclid Avenue	25	0	0	Yes	2	0	0
2	Euclid Avenue	Garfield Avenue	25	0	0	No	2	0	0
3	Garfield Avenue	Marengo Avenue	25	0	0	Yes	2	0	0

Traffic Counts D= 55 K= 5 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1444	2	73	12	1800	0.92	775	1512
2	0	0	0	1432	2	57	4	1800	0.92	765	1512
3	0	0	0	1336	2	32	24	1800	0.92	581	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Los Robles Avenue	Euclid Avenue	1	No	32	0	0	100
2	Euclid Avenue	Garfield Avenue	1	No	32	0	100	100
3	Garfield Avenue	Marengo Avenue	1	No	32	0	100	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.7233	0.6081	2.2643	2.36	2.96	C
2	Yes	No	No RTs	Typical	3.7233	0.5845	2.1763	1.92	3.02	C
3	Yes	No	No RTs	Typical	3.7233	0.6382	2.3763	2.22	2.77	C
Avg									2.90	C

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Transit Data Report - continued

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Los Robles Avenue	Euclid Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	4	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Garfield Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	4	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Marengo Avenue	MTA 180	2	80	75	0
		MTA 181	2	80	75	0
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	4	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

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Cross Section Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

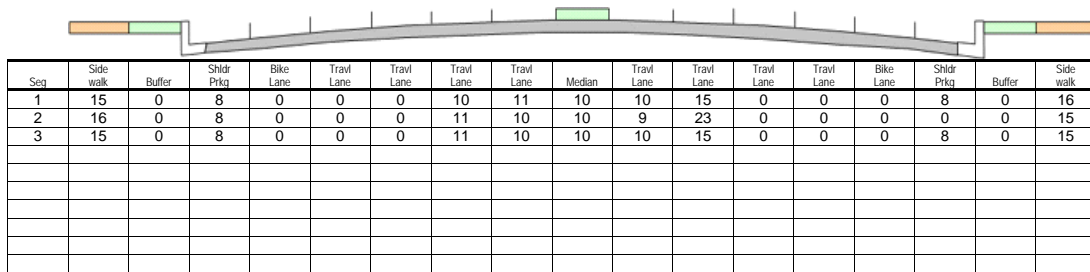
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Los Robles Avenue	Euclid Avenue	0	No	21	Yes	Yes	3	No
2	Euclid Avenue	Garfield Avenue	0	No	49	Yes	Yes	3	No
3	Garfield Avenue	Marengo Avenue	0	No	23	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	21	0	0	2	0
2	[1]	[2]	0	0	0	0	48	0	0	2	0
3	[1]	[2]	0	0	0	0	67	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Marengo Avenue	Transit	n/a	n/a	2.83	C	2.83	C
to	Bike	1.81	A	4.12	D	3.58	D
Garfield Avenue	Ped	n/a		2.23	B	n/a	
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	3.12	C	3.12	C
to	Bike	1.03	A	1.67	A	3.15	C
Euclid Avenue	Ped	2.32	B	2.68	B	3.51	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	1.03	A	1.03	A
to	Bike	2.91	C	3.68	D	3.64	D
Los Robles Avenue	Ped	2.94	C	2.50	B	3.57	D

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
Facility	Auto	n/a	n/a			
	Transit	2.34	B	C		3
	Bike	3.47	C	C		3
	Ped	3.57	D	C		3
	Overall			C	C	83%

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	C	D	A	D	B	n/a	n/a
2	n/a	C	A	A	C	B	B	D
3	n/a	A	D	C	D	B	C	D
Facility	n/a	B			C			D

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Layout Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Marengo Avenue	86		Signal	6	25	333	0	0
Seg #1	0	522	Signal	0	0	0	0	0
Garfield Avenue								
Seg #2	56	411	Signal	3	25	167	0	0
Euclid Avenue								
Seg #3	60	440	Signal	6	30	431	0	0
Los Robles Avenue								

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Traffic Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Marengo Avenue	Garfield Avenue	25	0	0	Yes	2	0	0
2	Garfield Avenue	Euclid Avenue	25	0	0	Yes	2	0	0
3	Euclid Avenue	Los Robles Avenue	25	0	0	Yes	2	0	0

Traffic Counts D= 47 K= 7.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	2134	2	0	3	1800	0.92	1052	1512
2	0	0	0	2260	2	134	13	1800	0.92	1026	1512
3	0	0	0	2483	2	101	23	1800	0.92	1003	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Marengo Avenue	Garfield Avenue	1	No	32	0	0	0
2	Garfield Avenue	Euclid Avenue	1	No	32	0	100	100
3	Euclid Avenue	Los Robles Avenue	0	No	0	0	0	0

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.6937	0.6325	2.3364	2.23	2.83	C
2	Yes	No	No RTs	Typical	3.6937	0.5932	2.1913	2.68	3.12	C
3	No	No	No RTs	Typical	3.6937	0.9654	3.5659	2.50	1.03	A
Avg									2.34	B

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Transit Data Report - continued

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Marengo Avenue	Garfield Avenue	MTA 180	2	80	75	11
		MAT 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Euclid Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Los Robles Avenue	MTA 180	2	80	75	0
		MTA 181	2	80	75	0
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

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Cross Section Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

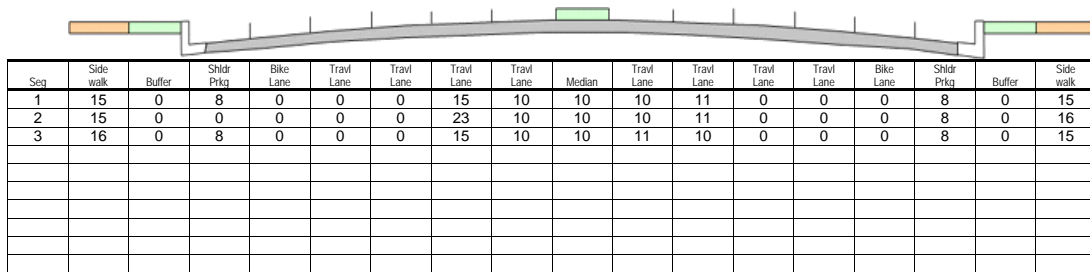
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Marengo Avenue	Garfield Avenue	0	No	52	Yes	Yes	3	No
2	Garfield Avenue	Euclid Avenue	0	No	0	No	Yes	3	No
3	Euclid Avenue	Los Robles Avenue	0	No	43	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	86	0	0	2	0
2	[1]	[2]	0	0	0	0	72	0	0	2	0
3	[1]	[2]	0	0	0	0	70	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Los Robles Avenue	Transit	n/a	n/a	3.02	C	3.02	C
to	Bike	3.76	D	3.84	D	3.94	D
Euclid Avenue	Ped	2.10	B	2.87	C	3.51	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	3.08	C	3.08	C
to	Bike	3.66	D	4.03	D	3.92	D
Garfield Avenue	Ped	2.09	B	2.39	B	3.39	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	2.85	C	2.85	C
to	Bike	3.78	D	4.00	D	3.97	D
Marengo Avenue	Ped	2.67	B	2.87	C	3.61	D

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Facility	Auto	Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Auto	n/a	n/a			
	Transit	2.97	C	C	100%	3
	Bike	3.95	D	C	67%	3
	Ped	3.52	D	C	67%	3
	Overall					

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	C	D	D	D	C	B	D
2	n/a	C	D	D	D	B	B	C
3	n/a	C	D	D	D	C	B	D
Facility	n/a	C			D			D

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Layout Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Los Robles Avenue	70		Signal	6	30	325	0	0
Seg #1	44	453	Signal	3	25	99	0	0
Euclid Avenue								
Seg #2	58	395	Signal	3	25	48	0	0
Garfield Avenue								
Seg #3	59	526	Signal	5	25	400	0	0
Marengo Avenue								

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Traffic Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Los Robles Avenue	Euclid Avenue	25	0	0	Yes	2	0	0
2	Euclid Avenue	Garfield Avenue	25	0	0	No	2	0	0
3	Garfield Avenue	Marengo Avenue	25	0	0	Yes	2	0	0

Traffic Counts D= 53 K= 7.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	2388	2	37	14	1800	0.92	1147	1512
2	0	0	0	2177	2	48	3	1800	0.92	1174	1512
3	0	0	0	2312	2	47	19	1800	0.92	1086	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Los Robles Avenue	Euclid Avenue	1	No	32	0	0	100
2	Euclid Avenue	Garfield Avenue	1	No	32	0	100	100
3	Garfield Avenue	Marengo Avenue	1	No	32	0	100	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.736	0.6085	2.2732	2.87	3.02	C
2	Yes	No	No RTs	Typical	3.736	0.5848	2.1847	2.39	3.08	C
3	Yes	No	No RTs	Typical	3.736	0.6387	2.3861	2.87	2.85	C
Avg									2.97	C

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Transit Data Report - continued

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Los Robles Avenue	Euclid Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Garfield Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Marengo Avenue	MTA 180	2	80	75	0
		MTA 181	2	80	75	0
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

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Cross Section Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

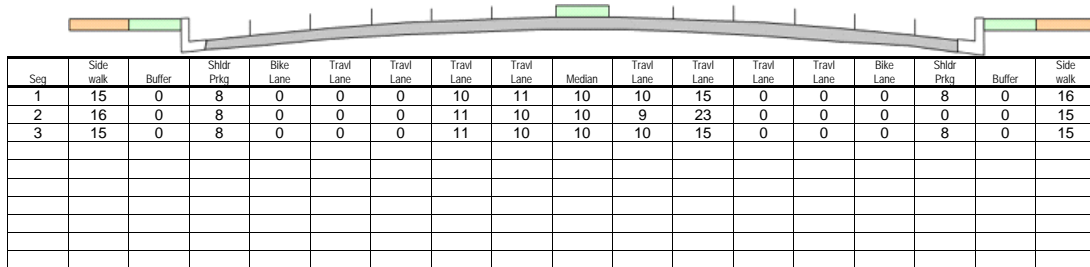
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Base Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Los Robles Avenue	Euclid Avenue	0	No	21	Yes	Yes	3	No
2	Euclid Avenue	Garfield Avenue	0	No	49	Yes	Yes	3	No
3	Garfield Avenue	Marengo Avenue	0	No	23	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	21	0	0	2	0
2	[1]	[2]	0	0	0	0	48	0	0	2	0
3	[1]	[2]	0	0	0	0	67	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



MMLOS Worksheets – Cumulative (2016) Plus Project Conditions

Results Summary

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Union Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.09	C	3.28	C	4.15	D
Colorado Boulevard	Ped	2.75	C	2.49	B	3.53	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.88	C	3.27	C	3.95	D
Green Street	Ped	2.54	B	2.10	B	3.40	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.23	C	4.42	E	4.06	D
Cordova Street	Ped	2.55	B	1.95	A	3.34	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
Facility	Auto	n/a	n/a			
	Transit	n/a	n/a			
	Bike	4.05	D	C	67%	3
	Ped	3.40	C	C	100%	3
	Overall					

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	n/a	C	C	D	B	C	D
2	n/a	n/a	C	C	D	B	B	C
3	n/a	n/a	E	C	D	A	B	C
Facility	n/a	n/a			D			C

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Layout Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Union Street	48		Signal	3	25	0	0	0
Seg #1	70	345	Signal	6	25	294	0	0
Colorado Boulevard								
Seg #2	56	481	Signal	5	30	274	0	0
Green Street								
Seg #3	60	817	Signal	5	35	94	0	0
Cordova Street								

—||—

Traffic Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Union Street	Colorado Boulevard	25	0	0	Yes	2	1	1
2	Colorado Boulevard	Green Street	25	3	100	Yes	2	1	0
3	Green Street	Cordova Street	25	2	0	Yes	2	1	1

Traffic Counts D= 50 K= 7.1 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1412	2	65	17	1800	0.92	679	1512
2	0	0	0	1409	2	0	37	1800	0.92	516	1512
3	0	0	0	1374	2	51	25	1800	0.92	488	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

—||—

Transit Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Union Street	Colorado Boulevard	0	No	0	0	0	0
2	Colorado Boulevard	Green Street	0	No	0	0	0	0
3	Green Street	Cordova Street	0	No	0	0	0	0

Transit Level of Service Calculation (N/A)

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceived Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS

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Transit Data Report - continued

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Union Street	Colorado Boulevard					
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Green Street					
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Cordova Street					

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Cross Section Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

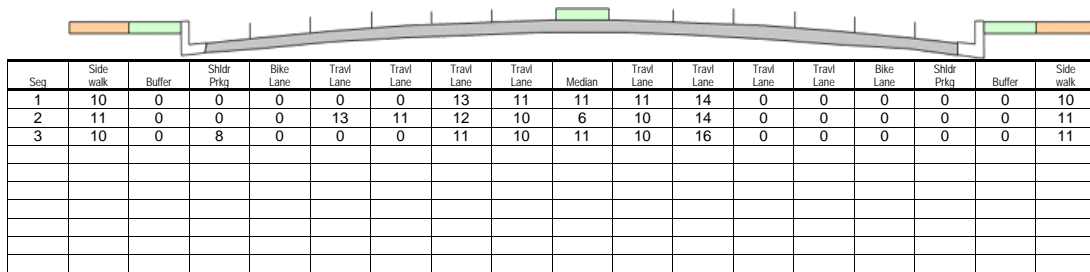
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Union Street	Colorado Boulevard	0	No	0	No	Yes	3	No
2	Colorado Boulevard	Green Street	0	No	0	No	Yes	3	No
3	Green Street	Cordova Street	0	No	48	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	0	0	2	2	0
2	[1]	[2]	0	0	0	0	0	0	0	2	0
3	[1]	[2]	0	0	0	0	0	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Cordova Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.03	B	3.53	D	3.72	D
Green Street	Ped	2.70	B	2.55	B	3.54	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.29	C	3.29	C
to	Bike	2.76	C	3.32	C	3.56	D
Colorado Boulevard	Ped	2.78	C	2.37	B	3.51	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.38	C	3.38	C
to	Bike	2.33	B	3.14	C	3.96	D
Union Street	Ped	2.10	B	2.46	B	3.41	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.38	C	C	100%	3
	Bike	3.73	D	C	67%	3
	Ped	3.50	D	C	67%	3
	Overall					

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	n/a	D	B	D	B	B	D
2	n/a	C	C	C	D	B	C	D
3	n/a	C	C	B	D	B	B	C
Facility	n/a	C			D			D

—||—

Layout Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Cordova Street	70		Signal	5	35	302	0	0
Seg #1	46	833	Signal	4	30	0	0	0
Green Street								
Seg #2	70	467	Signal	6	25	300	0	0
Colorado Boulevard								
Seg #3	35	376	Signal	3	25	191	0	0
Union Street								

—||—

Traffic Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Cordova Street	Green Street	25	2	0	Yes	2	1	1
2	Green Street	Colorado Boulevard	25	3	100	Yes	2	0	1
3	Colorado Boulevard	Union Street	25	0	0	Yes	2	1	1

Traffic Counts D= 50 K= 7.1 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1255	2	139	18	1800	0.92	617	1512
2	0	0	0	1415	2	72	15	1800	0.92	579	1512
3	0	0	0	1485	2	0	10	1800	0.92	724	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

—||—

Transit Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Cordova Street	Green Street	0	No	0	0	0	0
2	Green Street	Colorado Boulevard	0	No	0	0	0	0
3	Colorado Boulevard	Union Street	0	No	0	0	0	0

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2	Yes	No	No RTs	Typical	2.4805	0.8241	2.0441	2.37	3.29	C
3	Yes	No	No RTs	Typical	2.4805	0.8046	1.9958	2.46	3.38	C

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Transit Data Report - continued

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Cordova Street	Green Street					
		ARTS 40	3	80	75	11

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Colorado Boulevard					
		ARTS 40	3	80	75	0

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Cross Section Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

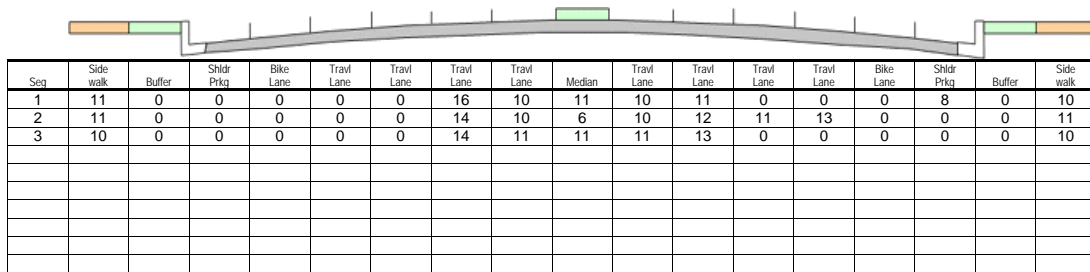
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Cordova Street	Green Street	0	No	0	No	Yes	3	No
2	Green Street	Colorado Boulevard	0	No	0	No	Yes	3	No
3	Colorado Boulevard	Union Street	0	No	0	No	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	0	25	0	2	0
2	[1]	[2]	0	0	0	0	45	10	0	2	0
3	[1]	[2]	0	0	0	0	96	0	0	1	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Union Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.20	C	3.36	C	4.19	D
Colorado Boulevard	Ped	2.91	C	2.64	B	3.60	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.95	C	3.31	C	3.97	D
Green Street	Ped	2.64	B	2.15	B	3.43	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.49	C	4.60	E	4.17	D
Cordova Street	Ped	2.62	B	2.29	B	3.46	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
Transit	n/a	n/a				
Bike	4.12	D	C	67%	3	
Ped	3.48	C	C	100%	3	
Overall						

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	n/a	C	C	D	B	C	D
2	n/a	n/a	C	C	D	B	B	C
3	n/a	n/a	E	C	D	B	B	C
Facility	n/a	n/a			D			C

—||—

Layout Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Union Street	48		Signal	3	25	0	0	0
Seg #1	70	345	Signal	6	25	479	0	0
Colorado Boulevard								
Seg #2	56	481	Signal	5	30	376	0	0
Green Street								
Seg #3	60	817	Signal	5	35	113	0	0
Cordova Street								

—||—

Traffic Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Union Street	Colorado Boulevard	25	0	0	Yes	2	1	1
2	Colorado Boulevard	Green Street	25	3	100	Yes	2	1	0
3	Green Street	Cordova Street	25	2	0	Yes	2	1	1

Traffic Counts D= 52 K= 8.5 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1693	2	86	26	1800	0.92	705	1512
2	0	0	0	1570	2	0	22	1800	0.92	704	1512
3	0	0	0	1613	2	30	28	1800	0.92	693	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

—||—

Cross Section Data Report

Street: Marengo Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

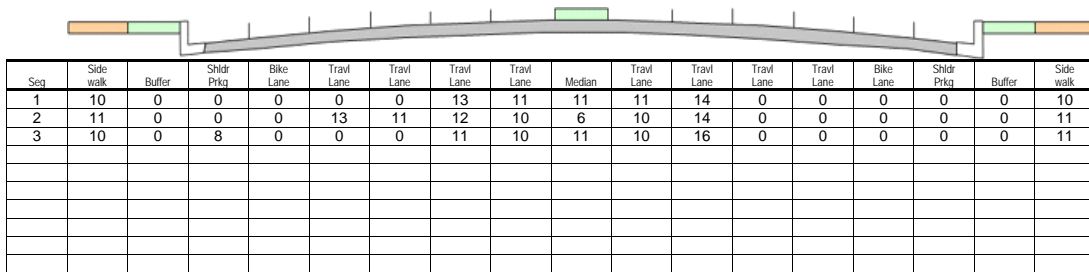
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Union Street	Colorado Boulevard	0	No	0	No	Yes	3	No
2	Colorado Boulevard	Green Street	0	No	0	No	Yes	3	No
3	Green Street	Cordova Street	0	No	48	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	0	0	2	2	0
2	[1]	[2]	0	0	0	0	0	0	0	2	0
3	[1]	[2]	0	0	0	0	0	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Cordova Street	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.13	B	3.60	D	3.74	D
Green Street	Ped	2.70	B	2.68	B	3.57	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.32	C	3.32	C
to	Bike	2.88	C	3.40	C	3.59	D
Colorado Boulevard	Ped	3.14	C	2.53	B	3.61	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.38	C	3.38	C
to	Bike	2.34	B	3.15	C	3.96	D
Union Street	Ped	2.33	B	2.48	B	3.46	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.38	C	C	100%	3
	Bike	3.75	D	C	67%	3
	Ped	3.55	D	C	67%	3
	Overall					

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	n/a	D	B	D	B	B	D
2	n/a	C	C	C	D	B	C	D
3	n/a	C	C	B	D	B	B	C
Facility	n/a	C			D			D

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Layout Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Cordova Street	70		Signal	5	35	443	0	0
Seg #1	46	833	Signal	4	30	0	0	0
Green Street								
Seg #2	70	467	Signal	6	25	559	0	0
Colorado Boulevard								
Seg #3	35	376	Signal	3	25	473	0	0
Union Street								

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Traffic Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Cordova Street	Green Street	25	2	0	Yes	2	1	1
2	Green Street	Colorado Boulevard	25	3	100	Yes	2	0	1
3	Colorado Boulevard	Union Street	25	0	0	Yes	2	1	1

Traffic Counts D= 48 K= 8.5 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1685	2	93	31	1800	0.92	605	1512
2	0	0	0	1592	2	212	20	1800	0.92	656	1512
3	0	0	0	1533	2	0	6	1800	0.92	770	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7		4	0

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Transit Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Cordova Street	Green Street	0	No	0	0	0	0
2	Green Street	Colorado Boulevard	0	No	0	0	0	0
3	Colorado Boulevard	Union Street	0	No	0	0	0	0

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2	Yes	No	No RTs	Typical	2.4805	0.8235	2.0427	2.53	3.32	C
3	Yes	No	No RTs	Typical	2.4805	0.8045	1.9955	2.48	3.38	C

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Transit Data Report - continued

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Cordova Street	Green Street					
		ARTS 40	3	80	75	11

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Colorado Boulevard					
		ARTS 40	3	80	75	0

==||==

Cross Section Data Report

Street: Marengo Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

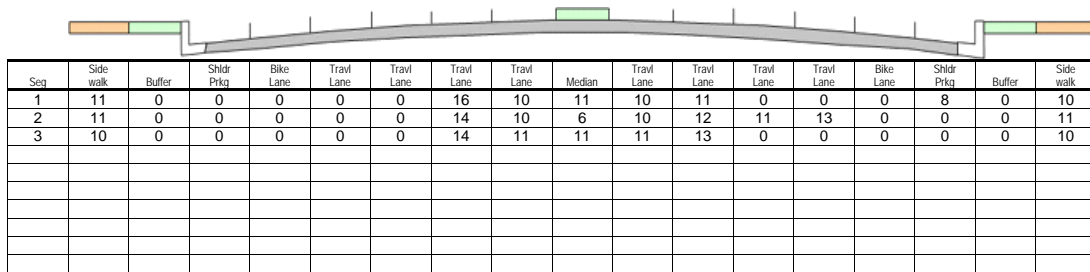
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Cordova Street	Green Street	0	No	0	No	Yes	3	No
2	Green Street	Colorado Boulevard	0	No	0	No	Yes	3	No
3	Colorado Boulevard	Union Street	0	No	0	No	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	0	25	0	2	0
2	[1]	[2]	0	0	0	0	45	10	0	2	0
3	[1]	[2]	0	0	0	0	96	0	0	1	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Union Street	Transit	n/a	n/a	3.46	C	3.46	C
to	Bike	3.17	C	3.84	D	3.73	D
Colorado Boulevard	Ped	2.96	C	2.73	B	3.63	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.79	D	3.79	D
to	Bike	3.08	C	3.83	D	3.70	D
Green Street	Ped	2.70	B	2.60	B	3.55	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.41	C	3.41	C
to	Bike	3.09	C	3.86	D	3.92	D
Cordova Street	Ped	2.64	B	2.32	B	3.47	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.52	D	C	67%	3
	Bike	3.81	D	C	67%	3
	Ped	3.53	D	C	67%	3
	Overall		D	C	67%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrctn LOS	Segment LOS	Link LOS	Intrctn LOS	Segment LOS
1	n/a	C	D	C	D	B	C	D
2	n/a	D	D	C	D	B	B	D
3	n/a	C	D	C	D	B	B	C
Facility	n/a	D			D			D

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Layout Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Union Street	73		Signal	3	25	0	0	0
Seg #1	69	503	Signal	6	25	274	0	0
Colorado Boulevard								
Seg #2	56	482	Signal	6	30	353	0	0
Green Street								
Seg #3	61	879	Signal	5	35	120	0	0
Cordova Street								

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Traffic Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Union Street	Colorado Boulevard	30	2	0	Yes	2	0	0
2	Colorado Boulevard	Green Street	30	2	0	Yes	2	0	1
3	Green Street	Cordova Street	30	0	0	Yes	2	1	1

Traffic Counts D= 45 K= 7.3 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1703	2	180	30	1800	0.92	654	1512
2	0	0	0	1587	2	19	21	1800	0.92	637	1512
3	0	0	0	1461	2	69	38	1800	0.92	450	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	III	4	0
2	100	42	7	7	III	4	0
3	100	42	7	7	III	4	0

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Transit Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Union Street	Colorado Boulevard	1	No	32	0	0	100
2	Colorado Boulevard	Green Street	1	No	32	0	100	100
3	Green Street	Cordova Street	1	No	32	0	0	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.1498	0.6240	1.9656	2.73	3.46	C
2	Yes	No	No RTs	Typical	2.7951	0.6209	1.7355	2.60	3.79	D
3	Yes	No	No RTs	Typical	2.7951	0.7004	1.9577	2.32	3.41	C
Avg									3.52	D

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Transit Data Report - continued

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Union Street	Colorado Boulevard	MTA 267	2	80	75	0
		MTA 687	2	80	75	0
		LADTO	2	80	75	0
		CE 549				
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Green Street	MTA 267	2	80	75	0
		LADOT	2	80	75	0
		CE 549				
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Cordova Street	MTA 267	2	80	75	0
		LADOT	2	80	75	0
		CE 549				

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Cross Section Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

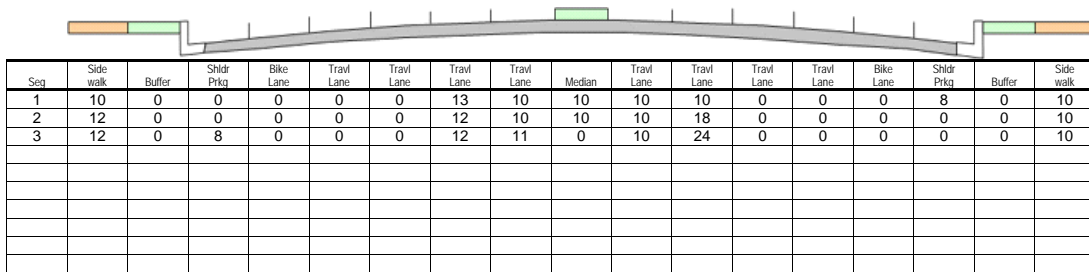
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Union Street	Colorado Boulevard	0	No	0	No	Yes	3	No
2	Colorado Boulevard	Green Street	0	No	0	No	Yes	3	No
3	Green Street	Cordova Street	0	No	22	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	35	0	0	2	0
2	[1]	[2]	0	0	0	0	0	0	0	2	0
3	[1]	[2]	0	0	0	0	18	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Cordova Street	Transit	n/a	n/a	3.43	C	3.43	C
to	Bike	0.39	A	2.03	B	3.40	C
Green Street	Ped	2.62	B	2.47	B	3.50	C
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.81	D	3.81	D
to	Bike	2.12	B	2.90	C	3.80	D
Colorado Boulevard	Ped	2.99	C	2.55	B	3.59	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.33	C	3.33	C
to	Bike	3.49	C	4.33	E	3.90	D
Union Street	Ped	2.48	B	2.10	B	3.38	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
Facility	Auto	n/a	n/a			
	Transit	3.49	C	C	100%	3
	Bike	3.64	D	C	67%	3
	Ped	3.49	C	C	100%	3
	Overall		D	C	75%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	C	B	A	C	B	B	D
2	n/a	D	C	B	D	B	C	D
3	n/a	C	E	C	D	B	B	C
Facility	n/a	C			D			C

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Layout Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Cordova Street	67		Signal	5	35	292	0	0
Seg #1	48	894	Signal	3	30	0	0	0
Green Street								
Seg #2	71	463	Signal	6	25	323	0	0
Colorado Boulevard								
Seg #3	54	513	Signal	5	25	215	0	0
Union Street								

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Traffic Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Cordova Street	Green Street	30	0	0	Yes	2	1	1
2	Green Street	Colorado Boulevard	30	2	0	Yes	2	1	0
3	Colorado Boulevard	Union Street	30	2	0	Yes	2	0	0

Traffic Counts D= 55 K= 7.3 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1409	2	158	12	1800	0.92	718	1512
2	0	0	0	1583	2	204	24	1800	0.92	701	1512
3	0	0	0	1594	2	27	20	1800	0.92	652	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	III	4	0
2	100	42	7	7	III	4	0
3	100	42	7	7	III	4	0

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Transit Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Cordova Street	Green Street	1	No	32	0	0	100
2	Green Street	Colorado Boulevard	1	No	32	0	100	100
3	Colorado Boulevard	Union Street	1	No	32	0	100	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	2.7951	0.7024	1.9634	2.47	3.43	C
2	Yes	No	No RTs	Typical	2.7951	0.6137	1.7154	2.55	3.81	D
3	Yes	No	No RTs	Typical	3.1498	0.6316	1.9893	2.10	3.33	C
Avg									3.49	C

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Transit Data Report - continued

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Cordova Street	Green Street	MTA 267	2	80	75	0
		LADOT CE 549	2	80	75	0
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Colorado Boulevard	MTA 267	2	80	75	0
		LADOT CE 549	2	80	75	0
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Union Street	MTA 267	2	80	75	0
		MTA 687	2	80	75	0
		LADOT CE 549	2	80	75	0

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Cross Section Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

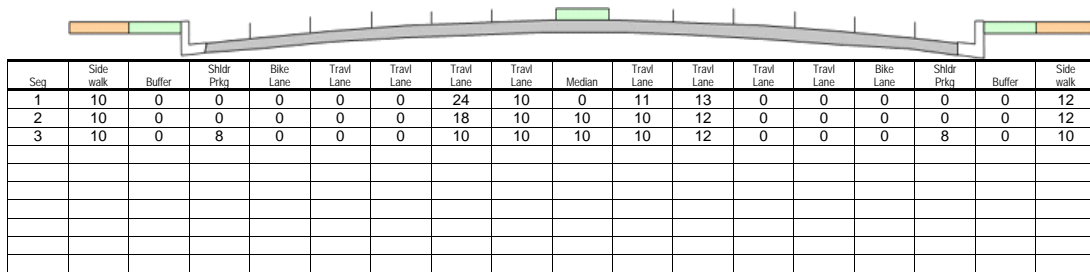
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Cordova Street	Green Street	0	No	0	No	Yes	3	No
2	Green Street	Colorado Boulevard	0	No	0	No	Yes	3	No
3	Colorado Boulevard	Union Street	0	No	43	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	19	0	0	2	0
2	[1]	[2]	0	0	0	0	47	0	0	2	0
3	[1]	[2]	0	0	0	0	65	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Union Street	Transit	n/a	n/a	3.47	C	3.47	C
to	Bike	3.22	C	3.86	D	3.74	D
Colorado Boulevard	Ped	3.27	C	2.79	C	3.69	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.80	D	3.80	D
to	Bike	3.15	C	3.88	D	3.73	D
Green Street	Ped	2.83	C	2.70	B	3.60	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.45	C	3.45	C
to	Bike	3.31	C	4.00	D	4.00	D
Cordova Street	Ped	2.64	B	2.61	B	3.54	D

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	3.55	D	C	67%	3
	Bike	3.86	D	C	67%	3
	Ped	3.60	D	C	67%	3
	Overall		D	C	67%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	C	D	C	D	C	C	D
2	n/a	D	D	C	D	B	C	D
3	n/a	C	D	C	D	B	B	D
Facility	n/a	D			D			D

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Layout Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Union Street	73		Signal	3	25	0	0	0
Seg #1	69	503	Signal	6	25	514	0	0
Colorado Boulevard								
Seg #2	56	482	Signal	6	30	451	0	0
Green Street								
Seg #3	61	879	Signal	5	35	181	0	0
Cordova Street								

—||—

Traffic Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Union Street	Colorado Boulevard	30	2	0	Yes	2	0	0
2	Colorado Boulevard	Green Street	30	2	0	Yes	2	0	1
3	Green Street	Cordova Street	30	0	0	Yes	2	1	1

Traffic Counts D= 45 K= 8.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1983	2	281	34	1800	0.92	651	760
2	0	0	0	1862	2	45	12	1800	0.92	783	1148
3	0	0	0	1667	2	18	32	1800	0.92	674	1055

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	21.1	7	7	III	4	0
2	100	31.9	7	7	III	4	0
3	100	29.3	7	7	III	4	0

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Transit Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Union Street	Colorado Boulevard	1	No	32	0	0	100
2	Colorado Boulevard	Green Street	1	No	32	0	100	100
3	Green Street	Cordova Street	1	No	32	0	0	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.1498	0.6240	1.9656	2.79	3.47	C
2	Yes	No	No RTs	Typical	2.7951	0.6209	1.7355	2.70	3.80	D
3	Yes	No	No RTs	Typical	2.7951	0.7004	1.9577	2.61	3.45	C
Avg									3.55	D

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Transit Data Report - continued

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Union Street	Colorado Boulevard	MTA 267	2	80	75	0
		MTA 687	2	80	75	0
		LADTO	2	80	75	0
		CE 549				
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Green Street	MTA 267	2	80	75	0
		LADOT	2	80	75	0
		CE 549				
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Cordova Street	MTA 267	2	80	75	0
		LADOT	2	80	75	0
		CE 549				

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Cross Section Data Report

Street: Los Robles Avenue Limits: Union Street to Cordova Street
 Direction: SB Observer: CLM Data collected on: 7/24/2013


Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Union Street	Colorado Boulevard	0	No	0	No	Yes	3	No
2	Colorado Boulevard	Green Street	0	No	0	No	Yes	3	No
3	Green Street	Cordova Street	0	No	22	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	35	0	0	2	0
2	[1]	[2]	0	0	0	0	0	0	0	2	0
3	[1]	[2]	0	0	0	0	18	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Seq	Side walk	Buffer	Shldr Prkq	Bike Lane	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Median	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Bike Lane	Shldr Prkq	Buffer	Side walk
1	10	0	0	0	0	0	13	10	10	10	10	0	0	0	8	0	10
2	12	0	0	0	0	0	12	10	10	10	18	0	0	0	0	0	10
3	12	0	8	0	0	0	12	11	0	10	24	0	0	0	0	0	10

Results Summary

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Cordova Street	Transit	n/a	n/a	3.44	C	3.44	C
to	Bike	0.45	A	2.07	B	3.40	C
Green Street	Ped	2.59	B	2.54	B	3.52	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Green Street	Transit	n/a	n/a	3.85	D	3.85	D
to	Bike	2.30	B	2.96	C	3.83	D
Colorado Boulevard	Ped	3.15	C	2.79	C	3.67	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Colorado Boulevard	Transit	n/a	n/a	3.41	C	3.41	C
to	Bike	3.86	D	4.53	E	4.10	D
Union Street	Ped	2.60	B	2.61	B	3.54	D

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Facility	Auto	Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Auto	n/a	n/a			
	Transit	3.53	D	C	67%	3
	Bike	3.70	D	C	67%	3
	Ped	3.56	D	C	67%	3
	Overall		D	C	67%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	C	B	A	C	B	B	D
2	n/a	D	C	B	D	C	C	D
3	n/a	C	E	D	D	B	B	D
Facility	n/a	D			D			D

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Layout Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Cordova Street	67		Signal	5	35	418	0	0
Seg #1	48	894	Signal	3	30	0	0	0
Green Street								
Seg #2	71	463	Signal	6	25	537	0	0
Colorado Boulevard								
Seg #3	54	513	Signal	5	25	266	0	0
Union Street								

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Traffic Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Cordova Street	Green Street	30	0	0	Yes	2	1	1
2	Green Street	Colorado Boulevard	30	2	0	Yes	2	1	0
3	Colorado Boulevard	Union Street	30	2	0	Yes	2	0	0

Traffic Counts D= 55 K= 8.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1708	2	101	7	1800	0.92	820	1512
2	0	0	0	1879	2	219	26	1800	0.92	844	1512
3	0	0	0	1997	2	62	12	1800	0.92	1116	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	III	4	0
2	100	42	7	7	III	4	0
3	100	42	7	7	III	4	0

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Transit Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Cordova Street	Green Street	1	No	32	0	0	100
2	Green Street	Colorado Boulevard	1	No	32	0	100	100
3	Colorado Boulevard	Union Street	1	No	32	0	100	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	2.7951	0.7024	1.9634	2.54	3.44	C
2	Yes	No	No RTs	Typical	2.7951	0.6137	1.7154	2.79	3.85	D
3	Yes	No	No RTs	Typical	3.1498	0.6316	1.9893	2.61	3.41	C
Avg									3.53	D

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Transit Data Report - continued

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Cordova Street	Green Street	MTA 267	2	80	75	0
		LADOT CE 549	2	80	75	0
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Green Street	Colorado Boulevard	MTA 267	2	80	75	0
		LADOT CE 549	2	80	75	0
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Colorado Boulevard	Union Street	MTA 267	2	80	75	0
		MTA 687	2	80	75	0
		LADOT CE 549	2	80	75	0

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Cross Section Data Report

Street: Los Robles Avenue Limits: Cordova Street to Union Street
 Direction: NB Observer: CLM Data collected on: 7/24/2013

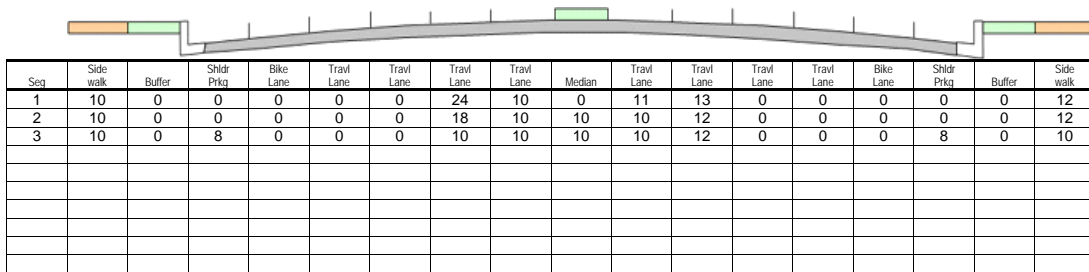
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Cordova Street	Green Street	0	No	0	No	Yes	3	No
2	Green Street	Colorado Boulevard	0	No	0	No	Yes	3	No
3	Colorado Boulevard	Union Street	0	No	43	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	19	0	0	2	0
2	[1]	[2]	0	0	0	0	47	0	0	2	0
3	[1]	[2]	0	0	0	0	65	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Marengo Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.16	B	3.89	D	3.57	D
Garfield Avenue	Ped	n/a		2.54	B	n/a	
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.87	C	3.41	C	3.59	D
Euclid Avenue	Ped	1.80	A	2.40	B	3.32	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.19	C	3.57	D	4.11	D
Los Robles Avenue	Ped	2.51	B	2.41	B	3.47	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
Transit	n/a	n/a				
Bike	3.75	D	C		3	
Ped	3.47	C	C		3	
Overall			C	C	83%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	n/a	D	B	D	B	n/a	n/a
2	n/a	n/a	C	C	D	B	A	C
3	n/a	n/a	D	C	D	B	B	C
Facility	n/a	n/a			D			C

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Layout Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Marengo Avenue	66		Signal	5	25	315	0	0
Seg #1	0	522	Signal	0	0	0	0	0
Garfield Avenue								
Seg #2	50	411	Signal	2	25	49	0	0
Euclid Avenue								
Seg #3	59	440	Signal	4	30	416	0	0
Los Robles Avenue								

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Traffic Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Marengo Avenue	Garfield Avenue	30	1	0	No	4	0	0
2	Garfield Avenue	Euclid Avenue	30	1	0	Yes	4	0	0
3	Euclid Avenue	Los Robles Avenue	30	1	0	Yes	3	1	0

Traffic Counts D= 100 K= 5.1 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1344	2	0	13	1800	0.92	1271	3024
2	0	0	0	1223	2	15	7	1800	0.92	1236	3024
3	0	0	0	1211	2	0	21	1800	0.92	1040	2268

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Marengo Avenue	Garfield Avenue	0	No	0	0	0	0
2	Garfield Avenue	Euclid Avenue	0	No	0	0	0	0
3	Euclid Avenue	Los Robles Avenue	0	No	0	0	0	0

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceived Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS

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Transit Data Report - continued

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Marengo Avenue	Garfield Avenue					
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Euclid Avenue					
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Los Robles Avenue					

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Cross Section Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

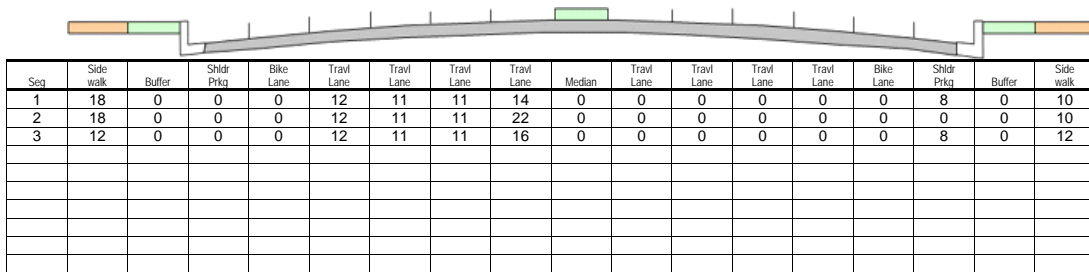
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Marengo Avenue	Garfield Avenue	0	No	0	No	Yes	3	No
2	Garfield Avenue	Euclid Avenue	0	No	0	No	Yes	3	No
3	Euclid Avenue	Los Robles Avenue	0	No	0	No	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	54	0	0	2	0
2	[1]	[2]	0	0	0	0	52	0	0	2	0
3	[1]	[2]	0	0	0	0	2	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Marengo Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	2.28	B	3.97	D	3.59	D
Garfield Avenue	Ped	n/a		2.71	B	n/a	
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.07	C	3.53	D	3.65	D
Euclid Avenue	Ped	1.83	A	2.67	B	3.42	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	n/a	n/a	n/a	n/a
to	Bike	3.47	C	3.70	D	4.22	D
Los Robles Avenue	Ped	2.59	B	2.70	B	3.56	D

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013
 Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
Transit	n/a	n/a				
Bike	3.81	D	C		3	
Ped	3.56	D	C		3	
Overall			C	C	83%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	n/a	D	B	D	B	n/a	n/a
2	n/a	n/a	D	C	D	B	A	C
3	n/a	n/a	D	C	D	B	B	D
Facility	n/a	n/a			D			D

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Layout Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Marengo Avenue	66		Signal	5	25	307	0	0
Seg #1	0	522	Signal	0	0	0	0	0
Garfield Avenue								
Seg #2	50	411	Signal	2	25	72	0	0
Euclid Avenue								
Seg #3	59	440	Signal	4	30	450	0	0
Los Robles Avenue								

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Traffic Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Marengo Avenue	Garfield Avenue	30	1	0	Yes	4	0	0
2	Garfield Avenue	Euclid Avenue	30	1	0	Yes	4	0	0
3	Euclid Avenue	Los Robles Avenue	30	1	0	Yes	3	1	0

Traffic Counts D= 100 K= 9.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1612	2	0	6	180	0.92	1647 *	302
2	0	0	0	1660	2	22	7	1800	0.92	1678	3024
3	0	0	0	1688	2	0	28	1800	0.92	1321	2268

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

—||—

Transit Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Marengo Avenue	Garfield Avenue	0	No	0	0	0	0
2	Garfield Avenue	Euclid Avenue	0	No	0	0	0	0
3	Euclid Avenue	Los Robles Avenue	0	No	0	0	0	0

Transit Level of Service Calculation (N/A)

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS

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Transit Data Report - continued

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Marengo Avenue	Garfield Avenue					
Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Euclid Avenue					
Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Los Robles Avenue					

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Cross Section Data Report

Street: Green Street Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013


Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Marengo Avenue	Garfield Avenue	0	No	0	No	Yes	3	No
2	Garfield Avenue	Euclid Avenue	0	No	0	No	Yes	3	No
3	Euclid Avenue	Los Robles Avenue	0	No	0	No	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	54	0	0	2	0
2	[1]	[2]	0	0	0	0	52	0	0	2	0
3	[1]	[2]	0	0	0	0	2	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Seg	Side walk	Buffer	Shldr Prkq	Bike Lane	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Median	Travl Lane	Travl Lane	Travl Lane	Travl Lane	Bike Lane	Shldr Prkq	Buffer	Side walk
1	18	0	0	0	12	11	11	14	0	0	0	0	0	0	8	0	10
2	18	0	0	0	12	11	11	22	0	0	0	0	0	0	0	0	10
3	12	0	0	0	12	11	11	16	0	0	0	0	0	0	8	0	12

Results Summary

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Marengo Avenue	Transit	n/a	n/a	2.78	C	2.78	C
to	Bike	1.56	A	3.97	D	3.54	D
Garfield Avenue	Ped	n/a		1.88	A	n/a	
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	3.04	C	3.04	C
to	Bike	0.68	A	1.44	A	3.10	C
Euclid Avenue	Ped	2.09	B	2.21	B	3.32	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	0.90	A	0.90	A
to	Bike	2.43	B	3.45	C	3.53	D
Los Robles Avenue	Ped	2.92	C	1.85	A	3.40	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	2.26	B	C	100%	3
	Bike	3.40	C	C	100%	3
	Ped	3.40	C	C	100%	3
	Overall		C	C	100%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	C	D	A	D	A	n/a	n/a
2	n/a	C	A	A	C	B	B	C
3	n/a	A	C	B	D	A	C	C
Facility	n/a	B			C			C

==||==

Layout Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Marengo Avenue	86		Signal	6	25	294	0	0
Seg #1	0	522	Signal	0	0	0	0	0
Garfield Avenue								
Seg #2	56	411	Signal	3	25	47	0	0
Euclid Avenue								
Seg #3	60	440	Signal	6	30	355	0	0
Los Robles Avenue								

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Traffic Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Marengo Avenue	Garfield Avenue	25	0	0	Yes	2	0	0
2	Garfield Avenue	Euclid Avenue	25	0	0	Yes	2	0	0
3	Euclid Avenue	Los Robles Avenue	25	0	0	Yes	2	0	0

Traffic Counts D= 45 K= 5 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1472	2	0	5	1800	0.92	738	1512
2	0	0	0	1472	2	57	15	1800	0.92	641	1512
3	0	0	0	1491	2	116	25	1800	0.92	540	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Marengo Avenue	Garfield Avenue	1	No	32	0	0	0
2	Garfield Avenue	Euclid Avenue	1	No	32	0	100	100
3	Euclid Avenue	Los Robles Avenue	0	No	0	0	0	0

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.6937	0.6325	2.3364	1.88	2.78	C
2	Yes	No	No RTs	Typical	3.6937	0.5932	2.1913	2.21	3.04	C
3	No	No	No RTs	Typical	3.6937	0.9702	3.5835	1.85	0.90	A
Avg									2.26	B

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Transit Data Report - continued

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Marengo Avenue	Garfield Avenue	MTA 180	2	80	75	11
		MAT 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Euclid Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Los Robles Avenue	MTA 180	2	80	75	0
		MTA 181	2	80	75	0
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

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Cross Section Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

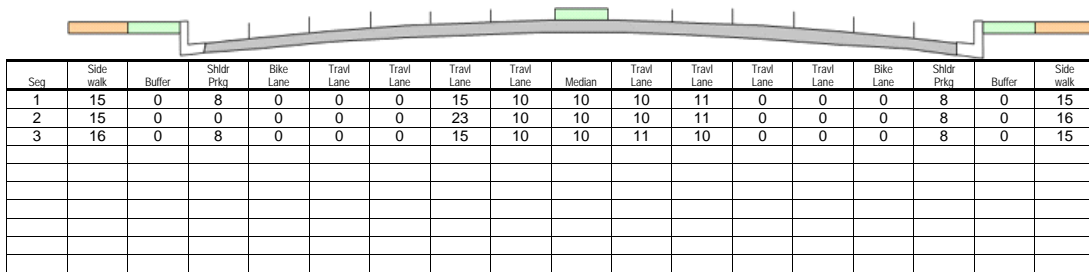
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Marengo Avenue	Garfield Avenue	0	No	52	Yes	Yes	3	No
2	Garfield Avenue	Euclid Avenue	0	No	0	No	Yes	3	No
3	Euclid Avenue	Los Robles Avenue	0	No	43	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	86	0	0	2	0
2	[1]	[2]	0	0	0	0	72	0	0	2	0
3	[1]	[2]	0	0	0	0	70	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Los Robles Avenue	Transit	n/a	n/a	2.96	C	2.96	C
to	Bike	3.39	C	3.68	D	3.77	D
Euclid Avenue	Ped	2.12	B	2.36	B	3.39	C
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	3.03	C	3.03	C
to	Bike	3.34	C	3.83	D	3.77	D
Garfield Avenue	Ped	2.07	B	1.95	A	3.22	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	2.77	C	2.77	C
to	Bike	3.33	C	3.77	D	3.76	D
Marengo Avenue	Ped	2.61	B	2.25	B	3.45	C

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
Facility	Auto	n/a	n/a			
	Transit	2.91	C	C	100%	3
	Bike	3.77	D	C	67%	3
	Ped	3.36	C	C	100%	3
	Overall		D	C	75%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	C	D	C	D	B	B	C
2	n/a	C	D	C	D	A	B	C
3	n/a	C	D	C	D	B	B	C
Facility	n/a	C			D			C

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Layout Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Los Robles Avenue	70		Signal	6	30	333	0	0
Seg #1	44	453	Signal	3	25	40	0	0
Euclid Avenue								
Seg #2	58	395	Signal	3	25	13	0	0
Garfield Avenue								
Seg #3	59	526	Signal	5	25	391	0	0
Marengo Avenue								

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Traffic Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Los Robles Avenue	Euclid Avenue	25	0	0	Yes	2	0	0
2	Euclid Avenue	Garfield Avenue	25	0	0	No	2	0	0
3	Garfield Avenue	Marengo Avenue	25	0	0	Yes	2	0	0

Traffic Counts D= 55 K= 5 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	1458	2	73	11	1800	0.92	786	1512
2	0	0	0	1461	2	57	4	1800	0.92	790	1512
3	0	0	0	1360	2	32	26	1800	0.92	586	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Los Robles Avenue	Euclid Avenue	1	No	32	0	0	100
2	Euclid Avenue	Garfield Avenue	1	No	32	0	100	100
3	Garfield Avenue	Marengo Avenue	1	No	32	0	100	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.7233	0.6081	2.2643	2.36	2.96	C
2	Yes	No	No RTs	Typical	3.7233	0.5845	2.1763	1.95	3.03	C
3	Yes	No	No RTs	Typical	3.7233	0.6382	2.3763	2.25	2.77	C
Avg									2.91	C

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Transit Data Report - continued

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Los Robles Avenue	Euclid Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	4	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Garfield Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	4	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Marengo Avenue	MTA 180	2	80	75	0
		MTA 181	2	80	75	0
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	4	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

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Cross Section Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

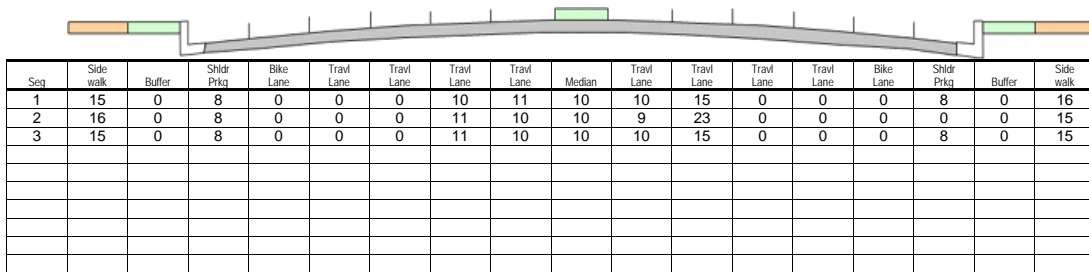
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - AM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Los Robles Avenue	Euclid Avenue	0	No	21	Yes	Yes	3	No
2	Euclid Avenue	Garfield Avenue	0	No	49	Yes	Yes	3	No
3	Garfield Avenue	Marengo Avenue	0	No	23	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	21	0	0	2	0
2	[1]	[2]	0	0	0	0	48	0	0	2	0
3	[1]	[2]	0	0	0	0	67	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Los Robles Avenue	Transit	n/a	n/a	3.03	C	3.03	C
to	Bike	3.79	D	3.85	D	3.96	D
Euclid Avenue	Ped	2.11	B	2.91	C	3.53	D
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	3.09	C	3.09	C
to	Bike	3.69	D	4.04	D	3.94	D
Garfield Avenue	Ped	2.09	B	2.43	B	3.40	C
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	2.86	C	2.86	C
to	Bike	3.81	D	4.01	D	3.99	D
Marengo Avenue	Ped	2.68	B	2.91	C	3.62	D

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Facility		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
	Transit	2.98	C	C	100%	3
	Bike	3.96	D	C	67%	3
	Ped	3.53	D	C	67%	3
	Overall					

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrsectn LOS	Segment LOS	Link LOS	Intrsectn LOS	Segment LOS
1	n/a	C	D	D	D	C	B	D
2	n/a	C	D	D	D	B	B	C
3	n/a	C	D	D	D	C	B	D
Facility	n/a	C			D			D

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Layout Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Los Robles Avenue	70		Signal	6	30	330	0	0
Seg #1	44	453	Signal	3	25	119	0	0
Euclid Avenue								
Seg #2	58	395	Signal	3	25	48	0	0
Garfield Avenue								
Seg #3	59	526	Signal	5	25	408	0	0
Marengo Avenue								

—||—

Traffic Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Los Robles Avenue	Euclid Avenue	25	0	0	Yes	2	0	0
2	Euclid Avenue	Garfield Avenue	25	0	0	No	2	0	0
3	Garfield Avenue	Marengo Avenue	25	0	0	Yes	2	0	0

Traffic Counts D= 53 K= 7.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	2439	2	37	16	1800	0.92	1154	1512
2	0	0	0	2240	2	48	3	1800	0.92	1206	1512
3	0	0	0	2366	2	49	20	1800	0.92	1100	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Los Robles Avenue	Euclid Avenue	1	No	32	0	0	100
2	Euclid Avenue	Garfield Avenue	1	No	32	0	100	100
3	Garfield Avenue	Marengo Avenue	1	No	32	0	100	100

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac.	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.736	0.6085	2.2732	2.91	3.03	C
2	Yes	No	No RTs	Typical	3.736	0.5848	2.1847	2.43	3.09	C
3	Yes	No	No RTs	Typical	3.736	0.6387	2.3861	2.91	2.86	C
Avg									2.98	C

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Transit Data Report - continued

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Los Robles Avenue	Euclid Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Garfield Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Marengo Avenue	MTA 180	2	80	75	0
		MTA 181	2	80	75	0
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		ARTS 10	3	80	75	0
		FT 187	3	80	75	0

—||—

Cross Section Data Report

Street: Colorado Boulevard Limits: Los Robles Avenue to Marengo Avenue
 Direction: WB Observer: CLM Data collected on: 7/24/2013

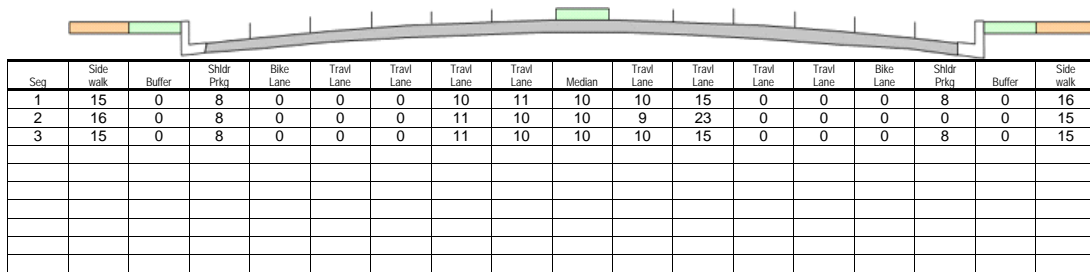
Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Los Robles Avenue	Euclid Avenue	0	No	21	Yes	Yes	3	No
2	Euclid Avenue	Garfield Avenue	0	No	49	Yes	Yes	3	No
3	Garfield Avenue	Marengo Avenue	0	No	23	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	21	0	0	2	0
2	[1]	[2]	0	0	0	0	48	0	0	2	0
3	[1]	[2]	0	0	0	0	67	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.



Results Summary

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

		Intersection		Link		Segment	
		Score	LOS	Score	LOS	Score	LOS
Segment #1	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Marengo Avenue	Transit	n/a	n/a	2.84	C	2.84	C
to	Bike	1.84	A	4.14	D	3.58	D
Garfield Avenue	Ped	n/a		2.27	B	n/a	
Segment #2	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Garfield Avenue	Transit	n/a	n/a	3.12	C	3.12	C
to	Bike	1.06	A	1.68	A	3.15	C
Euclid Avenue	Ped	2.38	B	2.72	B	3.53	D
Segment #3	Auto	n/a	n/a	n/a	n/a	n/a	n/a
Euclid Avenue	Transit	n/a	n/a	1.03	A	1.03	A
to	Bike	2.92	C	3.68	D	3.64	D
Los Robles Avenue	Ped	2.97	C	2.52	B	3.58	D

Using HCM 2010 Methodologies

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Results Summary - continued

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

		Score	Facility LOS	Agency LOS Goal	Percent Met	Weight
Facility	Auto	n/a	n/a			
	Transit	2.34	B	C		3
	Bike	3.47	C	C		3
	Ped	3.58	D	C		3
	Overall		C	C	83%	

These are facility levels of service combining segment and intersection experience for the entire street.

Summary of All LOS Calculations

Segment & Downstream Signal	Auto Segment LOS	Transit Segment LOS	Bicycle			Pedestrian		
			Link LOS	Intrscn LOS	Segment LOS	Link LOS	Intrscn LOS	Segment LOS
1	n/a	C	D	A	D	B	n/a	n/a
2	n/a	C	A	A	C	B	B	D
3	n/a	A	D	C	D	B	C	D
Facility	n/a	B			C			D

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Layout Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Cross Street Names	Cross Street Width	Segment Length	Control Type	Cross Street Lanes	Cross Street Speed	Cross Street Approach vph/ln	Cross Street Right Turn Islands	Subject Street Right Turn Islands
Marengo Avenue	86		Signal	6	25	333	0	0
Seg #1	0	522	Signal	0	0	0	0	0
Garfield Avenue								
Seg #2	56	411	Signal	3	25	183	0	0
Euclid Avenue								
Seg #3	60	440	Signal	6	30	431	0	0
Los Robles Avenue								

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Traffic Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment and Downstream Signal		Speed Limit (mph)	Median Type	% with Restrictd Median	Left Turn Lanes?	I/S Through Lanes	Access Points Rt Side	Access Points OppSide
	From	To							
1	Marengo Avenue	Garfield Avenue	25	0	0	Yes	2	0	0
2	Garfield Avenue	Euclid Avenue	25	0	0	Yes	2	0	0
3	Euclid Avenue	Los Robles Avenue	25	0	0	Yes	2	0	0

Traffic Counts D= 47 K= 7.7 (shaded columns have calculated values)

	% LT Acc OppSide	% I/S with LT LT Lanes	Other Stop Rate	ADT or Pk Hr vph	Heavy Vehicle %	RTOR+ PermLT vph	Left/ Right Turns %	Through Adj Sat vphgl	PHF	Adj'd Demand vph	Capacity vph *
1	0	0	0	2197	2	0	3	1800	0.92	1086	1512
2	0	0	0	2324	2	154	15	1800	0.92	1033	1512
3	0	0	0	2534	2	117	24	1800	0.92	1001	1512

* = Demand exceeds Capacity

Arterial Traffic Performance & Signal Timing

	Cycle Length (sec)	%Gm/Cycle for Thru Movement	Ped Walk (secs/cycle)	Xing Ped Walk (secs/cycle)	Urban Street Class	Progression Arrival Type	Other Delay (sec/veh)
1	100	42	7	7	IV	4	0
2	100	42	7	7	IV	4	0
3	100	42	7	7	IV	4	0

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Transit Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Field Survey

	Segment		Bus Stops	Nearside Stops	Dwell Time	Re-entry Delay	Shelters % Stops	Benches % Stops
	From	To						
1	Marengo Avenue	Garfield Avenue	1	No	32	0	0	0
2	Garfield Avenue	Euclid Avenue	1	No	32	0	100	100
3	Euclid Avenue	Los Robles Avenue	0	No	0	0	0	0

Transit Level of Service Calculation

	CBD	Exclusive Transit Lane	Traffic Condition	Signal Condition	Headway Factor	Perceivd Travel Time Fac	Transit Wait-Ride Score	Ped Link LOS Score	Transit LOS Score	HCM 2010 Transit LOS
1	Yes	No	No RTs	Typical	3.6937	0.6325	2.3364	2.27	2.84	C
2	Yes	No	No RTs	Typical	3.6937	0.5932	2.1913	2.72	3.12	C
3	No	No	No RTs	Typical	3.6937	0.9652	3.5653	2.52	1.03	A
Avg									2.34	B

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Transit Data Report - continued

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

Transit Performance Data

Segment #1		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Marengo Avenue	Garfield Avenue	MTA 180	2	80	75	11
		MAT 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

Segment #2		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Garfield Avenue	Euclid Avenue	MTA 180	2	80	75	11
		MTA 181	2	80	75	7
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

Segment #3		Route #s	Freq bus/hr	Load Factor pass/seat	On-time Perform. %	Schedule Speed (mph)
From	To					
Euclid Avenue	Los Robles Avenue	MTA 180	2	80	75	0
		MTA 181	2	80	75	0
		MTA 256	2	80	75	0
		MTA 686	2	80	75	0
		MTA 687	2	80	75	0
		MTA 780	5	80	90	0
		FT 187	3	80	75	0

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Cross Section Data Report

Street: Colorado Boulevard Limits: Marengo Avenue to Los Robles Avenue
 Direction: EB Observer: CLM Data collected on: 7/24/2013

Paseo Colorado Center Redevelopment Project
 Cumulative (2016) Plus Project Conditions - PM Peak Hour

	Segment and Downstream Signal		Trees	Continuous Barrier	On-Street Parking Percent	Striped Parking	Curb Present	Pavement Condition	MidSeg Ped Crossing Legal
	From	To							
1	Marengo Avenue	Garfield Avenue	0	No	52	Yes	Yes	3	No
2	Garfield Avenue	Euclid Avenue	0	No	0	No	Yes	3	No
3	Euclid Avenue	Los Robles Avenue	0	No	43	Yes	Yes	3	No

	Pedestrian Volume	Bicycle Volume	Percent Elderly	Sidewalk Grade	Yield Rate	% Segment adjacent Windows	% Segment adjacent Buildings	% Segment adjacent Fences	Eff width fixed objs inside	Eff width fixed objs outside	Dist to Signal crossing
1	[1]	[2]	0	0	0	0	86	0	0	2	0
2	[1]	[2]	0	0	0	0	72	0	0	2	0
3	[1]	[2]	0	0	0	0	70	0	0	2	0

[1] Per 'CompleteStreetsLOS' data requirements, can neglect unless exceeds 1,000 pedestrians per hour.

[2] Only needed if bike speed and delay are to be calculated.

