CITY OF RANCHO PALOS VERDES

GENERAL PLAN CIRCULATION ELEMENT UPDATE

TRAFFIC IMPACT ANALYSIS

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CITY OF RANCHO PALOS VERDES

GENERAL PLAN CIRCULATION ELEMENT UPDATE
TRAFFIC IMPACT ANALYSIS

I. INTRODUCTION

Project Description

This report, prepared by Willdan Engineering, provides a summary of the traffic impact analysis (TIA) for the update of the City of Rancho Palos Verdes General Plan Circulation Element. ***Exhibit 1*** is a vicinity map of the Palos Verdes Peninsula. The study area is shown on ***Exhibit 2***. The traffic analysis provides a nexus between the Land Use and Circulation elements of the General Plan since by determining the required roadways and intersection geometries that will be needed at General Plan Buildout in 2035 to meet the needs of the planned land uses.

Study Area Roadway Segments and Intersections

The traffic impact analysis includes the review of the 28 study roadway segments and 22 study intersections listed below and illustrated on ***Exhibits 3*** and ***4****, respectively*.

Study Roadway Segments

Crenshaw Boulevard

- Between the North City Limit and Indian Peak Road
- Between Indian Peak Road and Crest Road

Crest Road

- Between Hawthorne Boulevard and Crenshaw Boulevard
- Between Palos Verdes Drive East and Ganado Drive

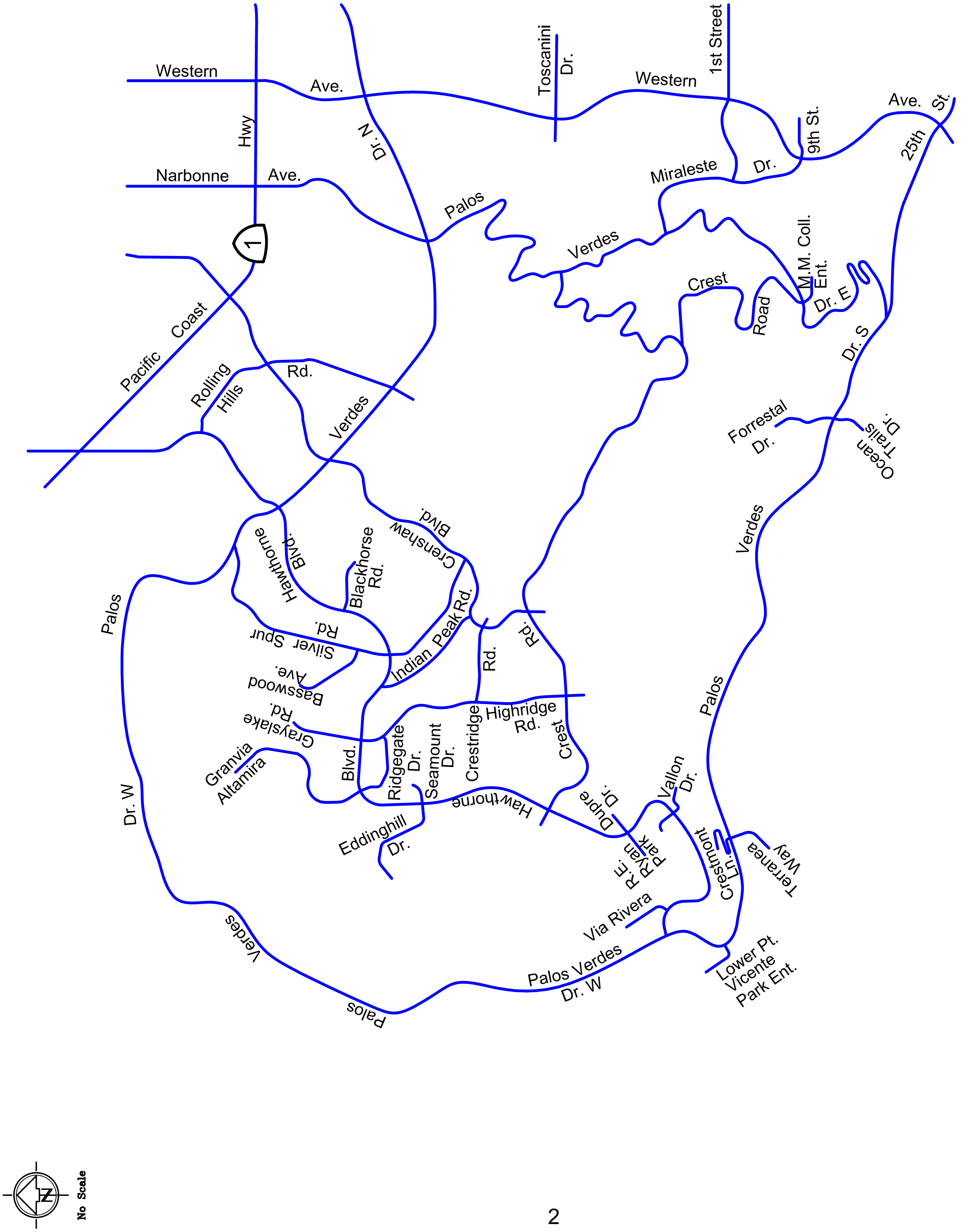
Crestridge Road

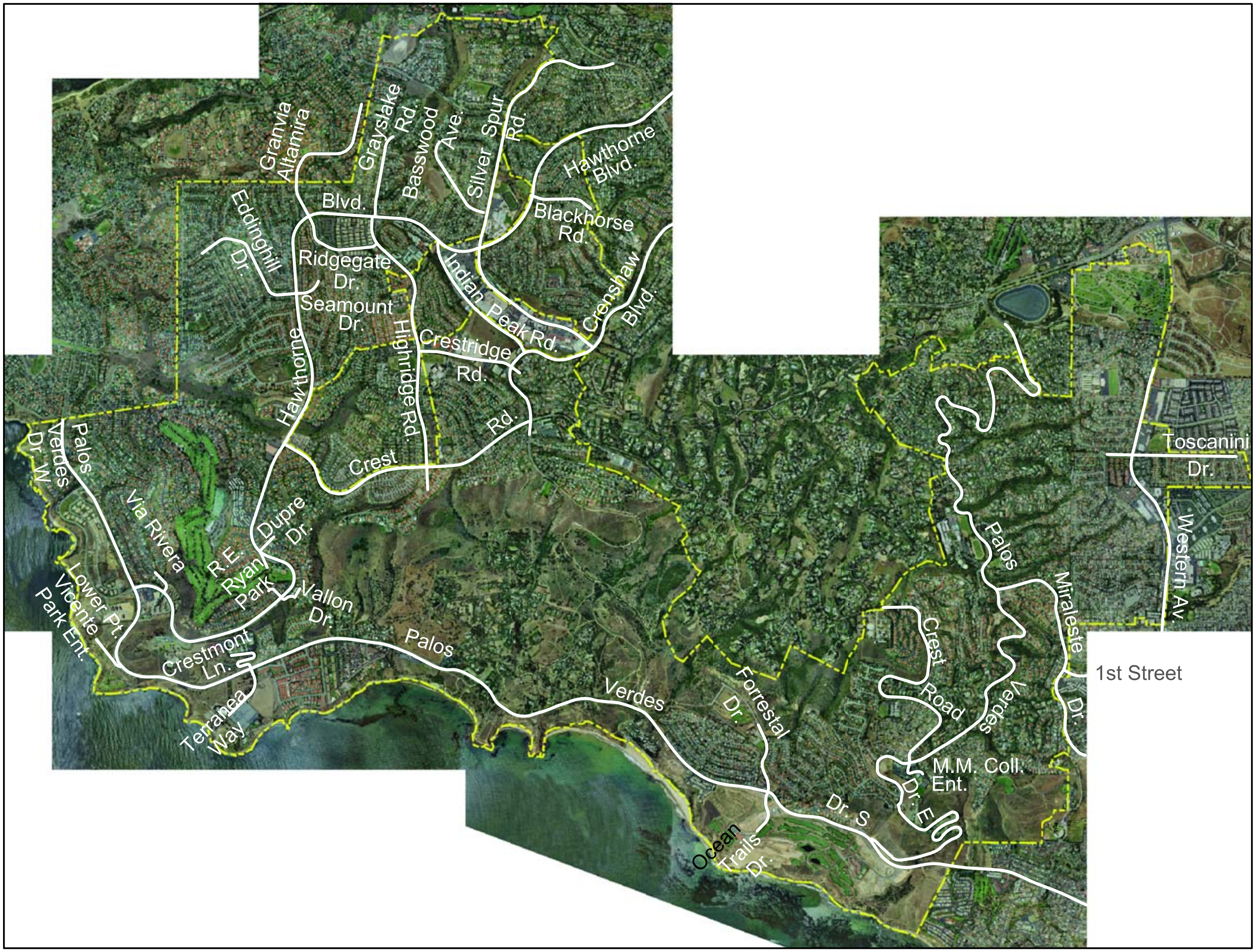
- Between Highridge Road and Crenshaw Boulevard

Vicinity Map
EXHIBIT 1

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes

WILLDAN
Engineering

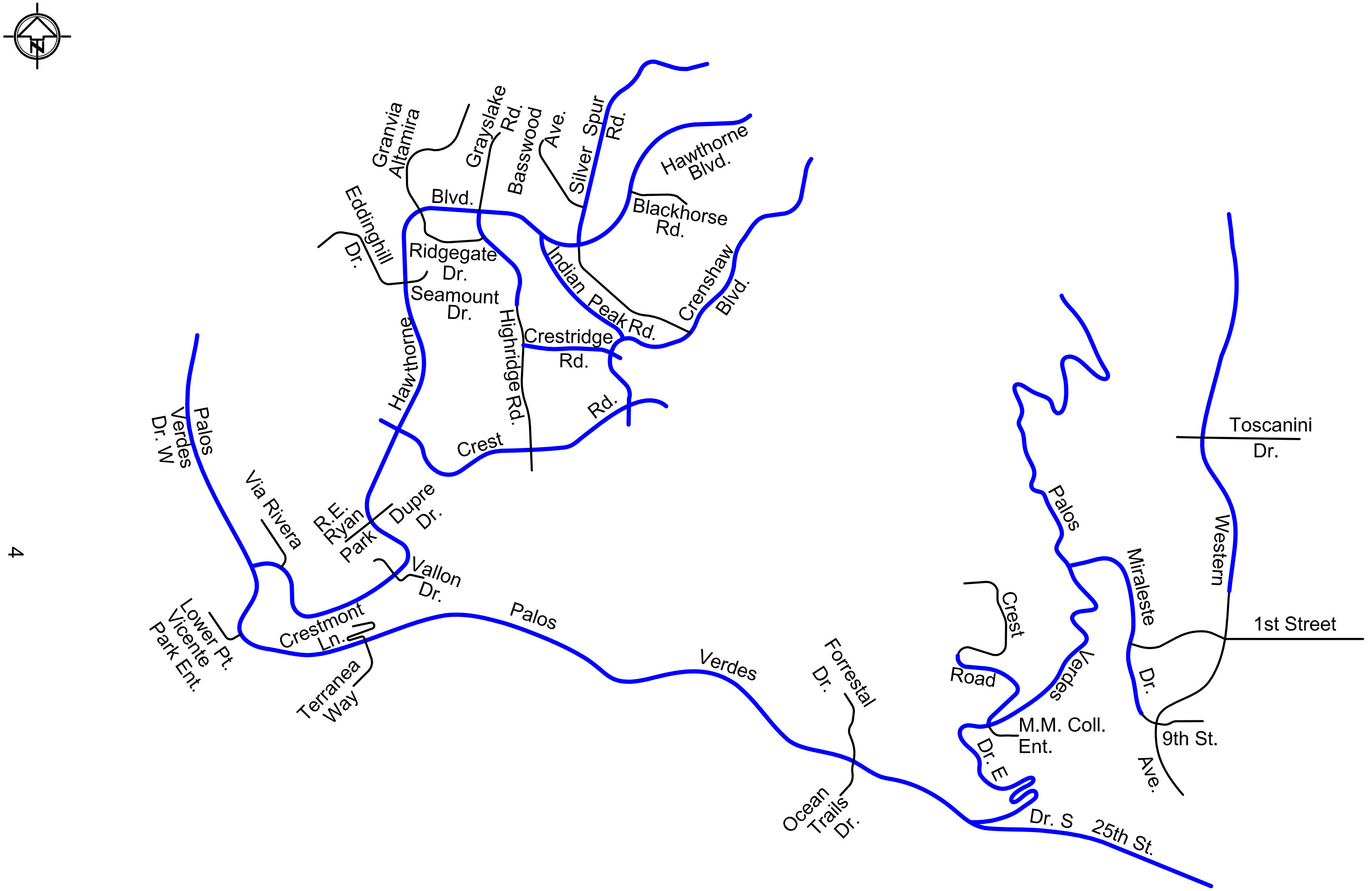




LEGEND

- - - - = RANCHO PALOS VERDES CITY BOUNDARY

Study Area Map
EXHIBIT 2



Study Area Roadway Segments
EXHIBIT 3

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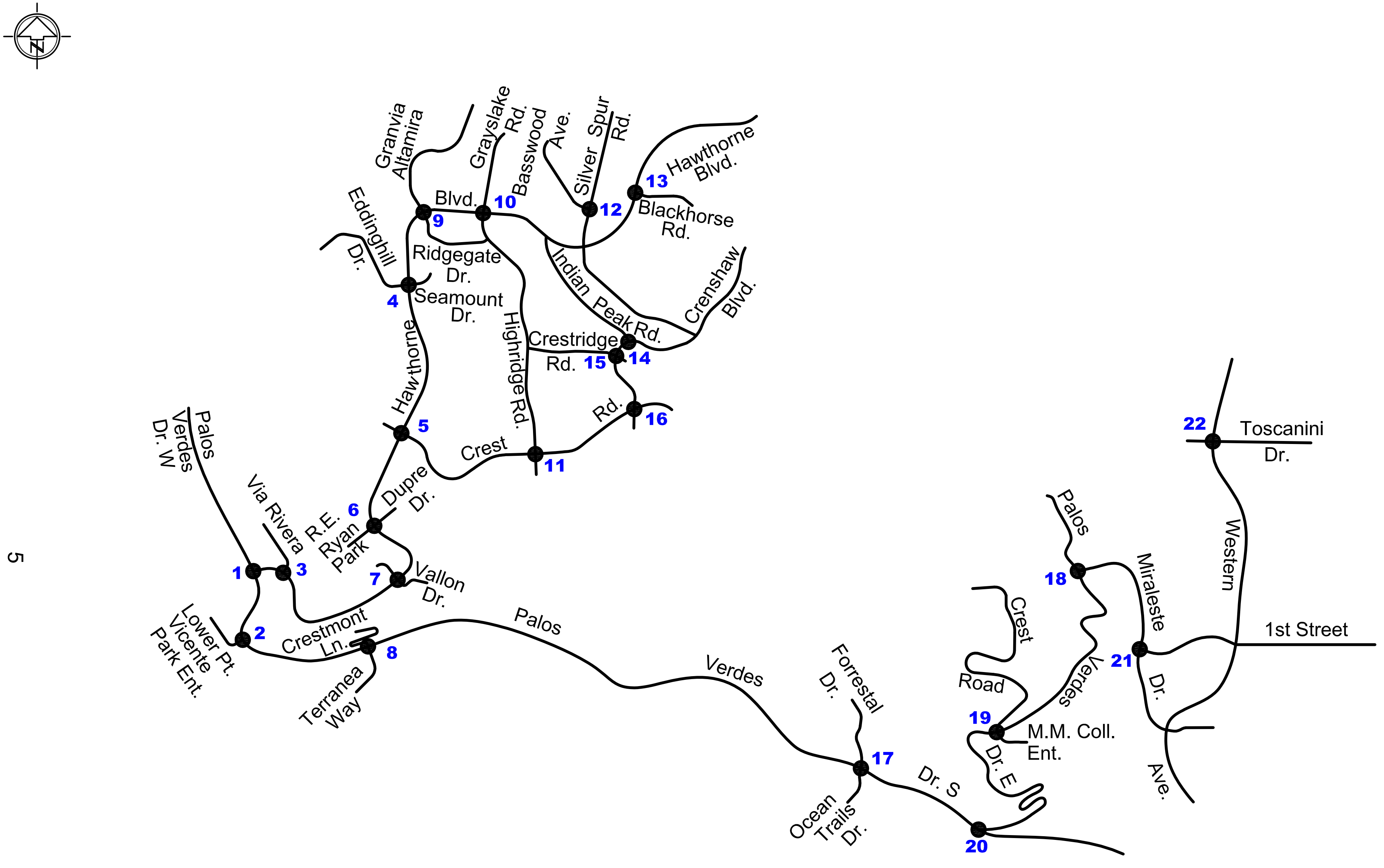
▬ = STUDY AREA ROADWAY SEGEMENT



LEGEND

● = STUDY INTERSECTION

23 = INTERSECTION NUMBER

Study Area Intersections
EXHIBIT 4

WILLDAN Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes

Hawthorne Boulevard

- Between the North City Limit and Blackhorse Road
- Between Blackhorse Road and Indian Peak Road
- Between Indian Peak Road and Grayslake Road/Highridge Road
- Between Grayslake Road/Highridge Road and Granvia Atlamira/Ridgegate Drive
- Between Granvia Atlamira/Ridgegate Drive and Eddinghill Drive/Seamount Drive
- Between Eddinghill Drive/Seamount Drive and Crest Road
- Between Crest Road and Vallon Drive
- Between Vallon Drive and Palos Verdes Drive West

Highridge Road

- Between Hawthorne Boulevard and the City Limit with Rolling Hills Estates

Indian Peak Road

- Between Crenshaw Boulevard and the City Limit with Rolling Hills Estates

Miraleste Drive

- Between Palos Verdes Drive East and1st Street
- Between 1st Street and the East City Limit at 9th Street

Palos Verdes Drive East

- Between the North City Limit and Miraleste Drive
- Between Miraleste Drive and North of Crest Road
- Between North of Crest Road and Ganado Drive
- Between Ganado Drive and Palos Verdes Drive South

Palos Verdes Drive South

- Between Palos Verdes Drive West and Crestmont Lane/Terranea Way
- Between Crestmont Lane/Terranea Way and Forrestal Drive/Ocean Trails Drive
- Between Forrestal Drive/Ocean Trails Drive and Palos Verdes Drive East
- Between Palos Verdes Drive East and the East City Limit

Palos Verdes Drive West

- Between the North City Limit and Hawthorne Boulevard

Silver Spur Road

- Between the North City Limit and just north of Hawthorne Boulevard
- Between Hawthorne Boulevard and Palos Verdes Drive South

Western Avenue

- Between the North City Limit and the South City Limit

Study Intersections

1. Palos Verdes Drive West (NS)/Hawthorne Boulevard (EW)
2. Palos Verdes Drive West (NS)/Lower Point Vicente Park Entrance (EW)
3. Via Rivera (NS)/Hawthorne Boulevard (EW)
4. Hawthorne Boulevard (NS)/Eddinghill Drive – Seamount Drive
5. Hawthorne Boulevard (NS)/ Crest Road
6. Hawthorne Boulevard (NS)/Dupre Drive – R. E. Ryan Park Driveway (EW)
7. Hawthorne Boulevard (NS)/Vallon Drive (EW)
8. Crestmont Lane – Terranea Way (NS)/Palos Verdes Drive South
9. Gravania Altamira – Ridgegate Drive (NS)/Hawthorne Boulevard (EW)
10. Grayslake Road – Highridge Road (NS)/Hawthorne Boulevard
11. Highridge Road (NS)/Crest Road
12. Silver Spur Road (NS)/Hawthorne Boulevard (EW)
13. Hawthorne Boulevard (NS)/Blackhorse Road (EW)
14. Crenshaw Boulevard (NS)/Indian Peak Road (EW)
15. Crenshaw Boulevard (NS)/Crestridge Road (EW)
16. Crenshaw Boulevard (NS)/Crest Road (EW)
17. Forrestal Drive – Ocean Trails Drive (NS)/Palos Verdes Drive South (EW)
18. Palos Verdes Drive East (NS)/Miraleste Drive (EW)
19. Palos Verdes Drive East (NS)/Crest Road – Marymount College Driveway (EW)
20. Palos Verdes Drive East (NS)/Palos Verdes Drive South (EW)
21. Miraleste Drive (NS)/1st Street (EW)
22. Western Avenue (NS)/Toscanini Drive (EW)

Related Projects

Due to the close proximity of the cities of Rolling Hills Estates and Los Angeles to the City of Rancho Palos Verdes, proposed and approved development projects within these cities that would be likely to contribute traffic to the study intersections were included in the analysis. These projects, in addition to similar projects in the City of Rancho Palos Verdes, form the basis for the related projects list shown in Section III.

Vacant Parcels

The build-out of the General Plan also includes all developable vacant parcels. To account for these parcels, the City generated a map of vacant, developable parcels, and the trips that each parcel would generate were estimated based on its land use. A more detailed discussion of the vacant parcels is included in Section III.

Analysis Scenarios

The traffic analysis evaluated the traffic operating conditions for the following scenarios:

- Existing Conditions
- 2035 General Plan Buildout Conditions With Planned Improvements
- 2035 General Plan Buildout Conditions With Additional Improvements

The 2035 General Plan Buildout conditions were estimated using build-up methodology where an ambient growth factor was applied to existing traffic volumes and trips from related projects and vacant parcels were added to the total.

Traffic Analysis Methodologies

Intersection Analysis Methodologies

The Intersection Capacity Utilization (ICU) method was used to analyze the Level of Service (LOS) for signalized intersections and the 2000 *Highway Capacity Manual* (HCM) methodology was used for unsignalized intersections.

For signalized intersections, an ICU value is calculated based upon a comparison of peak hour intersection volumes to available roadway capacity for the critical intersection movements. The ICU values are then related to Levels of Service (LOS), which are qualitative descriptions of intersection operations and can range from "A" (the best level) to "F" (the worst). The City of Rancho Palos Verdes generally considers LOS A through D to represent acceptable intersection operations, while LOS E and F indicate a congested (unacceptable) situation. A more detailed explanation of ICU and its relationship to LOS is contained in ***Appendix A***.

The 2000 *Highway Capacity Manual* (HCM) methodology was utilized to analyze the unsignalized intersections. For both of these intersection analysis methods, the operating conditions are defined in terms of Levels of Service (LOS). The Levels of Service are described using letter "grades", which are associated with vehicle delay times, where "A" is considered the best and "F" is over capacity. As with the ICU methodology, the City of Rancho Palos Verdes generally considers LOS A through D to represent acceptable intersection operations, while LOS E and F indicate a congested (unacceptable) situation. An explanation of Level of Service as it relates to vehicle delay for the 2000 HCM analysis is provided in ***Appendix B***.

The 2035 General Plan Buildout analysis assumed that certain planned improvements by the City (identified in Section IV) would be implemented by 2035. Any study intersections that were anticipated to operate LOS E or F in 2035 were considered to be deficient and additional improvements to improve the intersection LOS to D or better were determined.

Daily Traffic Analysis Methodology

The Orange County Transportation Authority's (OCTA) Road Capacity Values shown in Table A-4-2: Arterial Highways, from their Roadway Design Standards (***Appendix C***), were used to determine the roadway levels of service based on daily traffic volumes. The maximum average daily traffic Roadway Capacity Values are given for each type of roadway at each level of service. The standards note that the average daily traffic roadway capacities are approximate values only and are used at the General Plan level to assist in determining the arterial highway classification (number of through lanes) needed to meet traffic demand. They also note that the capacities are affected by such factors as intersections, degree of access control, roadway grades, design geometrics, sight distance, levels of truck and bus traffic and levels of pedestrian and bicycle traffic.

Roadway capacities for 2 Lane Divided roads were derived from 4 Lane Divided roads, since the OCTA table does not include the 2 Lane Divided classification. A comparison of the table's capacities indicated that those for 2 Lane Divided are half of the 4 Lane Divided. Accordingly, the 2 Lane Divided capacities shown are half of the 4 Lane Divided capacities. OCTA's modified Road Capacity Table A-4-2 is shown below.

Modified Table A-4-2: Arterial Highways

	MAXIMUM AVERAGE DAILY TRAFFIC VOLUMES FOR EACH LEVEL OF SERVICE					
TYPE OF ARTERIAL	**A**	**B**	**C**	**D**	**E**	**F**
8 Lanes Divided (8D)	45,000	52,500	60,000	67,500	75,000	--
6 Lanes Divided (6D)	33,900	39,400	45,000	50,600	56,300	--
4 Lanes Divided (4D)	22,500	26,300	30,000	33,800	37,500	--
4 Lanes Undivided (UD)	15,000	17,500	20,000	22,500	25,000	--
2 Lanes Divided (2D)	11,300	13,200	15,000	16,900	18,800	--
2 Lanes Undivided (2U)	7,500	8,800	10,000	11,300	12,500	--

Congestion Management Program (CMP) Intersection

One intersection, at Western Avenue and Toscanini, is included in the County of Los Angeles' Congestion Management Program. Since the intersection is projected to operate at acceptable levels of service in 2035, no further analysis is needed.

Planned Improvements

A number of roadway and intersection improvements are planned by the City and by others, that may be implemented by General Plan Buildout in 2035. ***Table 1*** lists these planned improvements.

TABLE 1

PLANNED INTERSECTION AND ROADWAY IMPROVEMENTS

IMPROVE-MENT NO.	IMPROVEMENT LOCATION	IMPROVEMENT DESCRIPTION	RESPONSIBLE ENTITY
1	PVDS/PVDE	Modify the intersection to provide a 2-stage gap acceptance design for southbound left-turning vehicles,including median refuge area and acceleration lane.	City of Rancho Palos Verdes with contributions from Marymount College & The Annenberg Project at Lower Point Vicente
2	PVDE/Miraleste Dr.	Install new traffic signal with westbound right turn overlap phasing	Marymount College (mitigation measures) & City of Rancho Palos Verdes
3	PVDW/PVDS at Lower Point Vicente Park entrance	Modify the existing access by removing the skewed approach & creating a 90-degree approach, signalize the intersection with turn pockets, bus-stops, and pedestrian crosswalks and trails.	The Annenberg Project at Lower Point Vicente & City of Rancho Palos Verdes
4	Hawthorne/Via Rivera	Install new traffic signal	The Annenberg Project at Lower Point Vicente mitigation measure
5	PVDS/Forrestal Dr. - Ocean Trails Dr.	Install new traffic signal	The Annenberg Project at Lower Point Vicente mitigation measure
6	Crenshaw Blvd./Crest Dr.	Operational improvement such as traffic signal, roundabout or channelization.	City of Rancho Palos Verdes
7	10 locations, including Hawthorne/Via Rivera, PVDS/PVDE, Miraleste/1st St. and PVDE/Forrestal	Upgrade traffic signals, including replacement of the existing pedestrian heads with pedestrian count-down heads.	City of Rancho Palos Verdes

TABLE 1 (Cont)

PLANNED INTERSECTION AND ROADWAY IMPROVEMENTS

IMPROVE-MENT NO.	IMPROVEMENT LOCATION	IMPROVEMENT DESCRIPTION	RESPONSIBLE ENTITY
8	PVDW & PVDS from the North City Limit to the East City Limit	Class II Bikeway (painted bike lane on both sides of street)	City of Rancho Palos Verdes
9	PVDW from Oceanfront Estates to PVIC Entrance, PVDW from Coast Guard lighthouse entrance to Fishing Access, PVDS form Seahill Dr to Abalone Cove Park entrance, PVDW from PVE border to Hawthorne Blvd., PVDS from Crestmont Ln to Seahill Dr.	Sidewalk improvements	City of Rancho Palos Verdes
10	PVDE @ Bronco Drive	Improve portions of PVDE to provide wider travel lanes in each direction and improve pedestrian/equestrian path by trimming shrubbery and thinning over-grown brush and installing high-visibility crossing.	City of Rancho Palos Verdes
11	PVDE from Ganado Dr. to Marymount College	Reduce travel lanes from 2 lanes in each direction to 1 lane in each direction	City of Rancho Palos Verdes
12	PVDE from Miraleste Dr. to Miraleste Library	Improve sidewalks for pedestrian safety and circulation improvements. Add high visibility crossings at Miraleste Intermediate School and Via Canada	City of Rancho Palos Verdes
13	PVDE @ Switchbacks	Re-stripe and/or widen to provide maximum shoulder area for cycling safety and narrower roadway lanes for traffic calming; provide Class II Bikeway	City of Rancho Palos Verdes

One intersection, at Western Avenue and Toscanini, is included in the County of Los Angeles' Congestion Management Program (CMP). The intersection currently operates at acceptable Levels of Service (LOS) D and B during the AM and PM peak hours, respectively. It is projected, however, to operate at unacceptable LOS E during the AM peak hour in 2035, and a third northbound through lane has been recommended to improve the intersection operations to LOS D during the AM peak hour and to LOS A during the PM peak hour.

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II. EXISTING CONDITIONS

Existing General Plan Transportation Systems

The current General Plan for the City of Rancho Palos Verdes notes that there are three major elements of the transportation infrastructure, as follows:

- Vehicular Networks
- Public Transportation
- Path and Trail Networks

Vehicular Network

The vehicular network is currently divided into four basic classifications: freeways, arterials, collectors and locals.

Freeway There are no freeways on the Palos Verdes Peninsula, however the Peninsula and City of Rancho Palos Verdes are served by several freeways in the area including the Harbor Freeway (I-110), the San Diego Freeway (I-405), and the Terminal Island Freeway (SR-103).

Arterial An arterial street is the primary street on the Peninsula and provides connections with other arterials and may link up with major highways. Arterial streets typically range from major 4- or 6-lane divided roadways to secondary/minor 2-lane undivided roadways, each one serving a particular function. Arterial streets usually have limited access to adjacent properties, and their major intersections frequently require signalization. The roadways identified in the current General Plan as arterial streets include Crenshaw Boulevard (north of Crest Road), Crest Road (Hawthorne Boulevard to Crenshaw Boulevard), Hawthorne Boulevard (north of Palos Verdes Drive West), Highridge Road (Hawthorne Boulevard to Crest Road), Miraleste Drive/9th Street, Palos Verdes Drive East, Palos Verdes Drive South, Palos Verdes Drive West, Silver Spur (Hawthorne to Crenshaw).

Collector Collector streets serve to connect local streets to arterial streets, and are typically two-lane undivided roadways. There may be direct access to adjacent properties and on-street parking is usually allowed. The current General Plan identifies the following streets as Collectors: Crest Road from Crenshaw to Palos Verdes Drive East (not including the privately owned segment within the City of Rolling Hills), Ridgegate Drive/Granvia Altamira, Indian Peak Road, Monternalaga Drive, Silver Spur Road.

Local Although not specifically identified in the current General Plan, the local streets are the remaining streets not noted in the other categories. Local streets are typically narrower 2-lane undivided roadways that provide direct access to adjacent properties and usually have on-street parking.

Existing Roadway Conditions

The City of Rancho Palos Verdes is served by the major street system described in the following paragraphs:

Crenshaw Boulevard is an Arterial traversing the City in a north-south direction from Crest Road to the North City Limit. This roadway provides two lanes of travel in each direction, with opposing lanes of traffic separated by a raised median. Crenshaw Boulevard has a posted speed limit of 45 mph.

Crest Road is an east-west Arterial from Hawthorne Boulevard to Crenshaw Boulevard with two lanes of traffic in each direction. The opposing lanes of traffic are separated by a raised median. Crest Road is a two-lane undivided Collector from Crenshaw Boulevard to Palos Verdes Drive East. The posted speed limit is 40 mph on the Arterial section. The prima facie speed limit on the Collector section is 25 mph.

Crestridge Road is an east-west Local from Highridge Road to east of Crenshaw Boulevard, with one lane of traffic in each direction. The opposing lanes of traffic are separated by a raised median. The posted speed limit is 40 mph.

Hawthorne Boulevard is an Arterial traversing the entire City in a north-south direction. This roadway provides two lanes of traffic in each direction separated by a raised center median. The posted speed limit on Hawthorne Boulevard is 45 mph.

Highridge Road is a north-south Arterial from Crest Road to Hawthorne Boulevard, with one lane of traffic in each direction. The opposing lanes of traffic are separated by a raised median. The posted speed limit is 35 mph.

Indian Peak Road is a north-south Collector from Crenshaw Boulevard to Hawthorne Boulevard, with one lane of traffic in each direction. The opposing lanes of traffic are separated by a raised median. The posted speed limit is 35 mph.

Miraleste Drive is a north-south Arterial from Palos Verdes Drive East to Western Avenue, with one lane of traffic in each direction. The opposing lanes of traffic are separated by a wide landscaped median from Palos Verdes Drive East to just north of Via Colinita and a two-way left turn lane south of Via Colinita. The posted speed limit on Miraleste Drive is 35 mph.

Palos Verdes Drive East (PVDE) is currently identified as an Arterial. This north-south roadway provides one lane of traffic in each direction, except for the section from Calle Aventura to Ganado Drive, which is four lanes of traffic. Opposing lanes of traffic are generally separated by a double yellow centerline, except on either side of Crest Road, where it is separated by a raised median. The posted speed limit varies from 30 to 40 mph on Palos Verdes Drive East, except in the vicinity of Ganado Dr where it is 35 mph.

Palos Verdes Drive South (PVDS) is an Arterial street within the City. This east-west roadway traverses the entire City. The roadway provides two lanes of traffic in each direction, separated by a raised center median. East of Palos Verdes Drive East, Palos Verdes Drive South generally provides one lane of traffic in each direction with opposing lanes of traffic separated by a double-yellow line. The posted speed limit on Palos Verdes Drive South is 45 mph.

Palos Verdes Drive West (PVDW) is identified as an Arterial. This north-south roadway provides two lanes of traffic in each direction. Opposing lanes of traffic are separated by a raised median. The posted speed limit is 45 mph on Palos Verdes Drive West.

Silver Spur Road is a north-south Collector north of Hawthorne Boulevard, with one lane of traffic in each direction generally separated by a raised median. The posted speed limit is 35 or 45 mph, depending on the section of Silver Spur Road.

Western Avenue is a major north-south arterial street. Western Avenue provides two lanes of traffic in each direction. Opposing lanes of traffic are separated by a raised center median. The posted speed limit on Western Avenue is 35 mph.

Since intersection operations typically define roadway conditions, operating conditions at the 22 study area intersections (listed previously in Section 1) were analyzed during the AM and PM peak hours.

In order to evaluate current operations in the study area, a field review of the study area intersections was performed and traffic counts were collected. ***Exhibit 5*** presents the existing roadway configurations, intersection geometrics, and intersection controls in the project study area, which were observed in the field review.

Existing Traffic Volumes

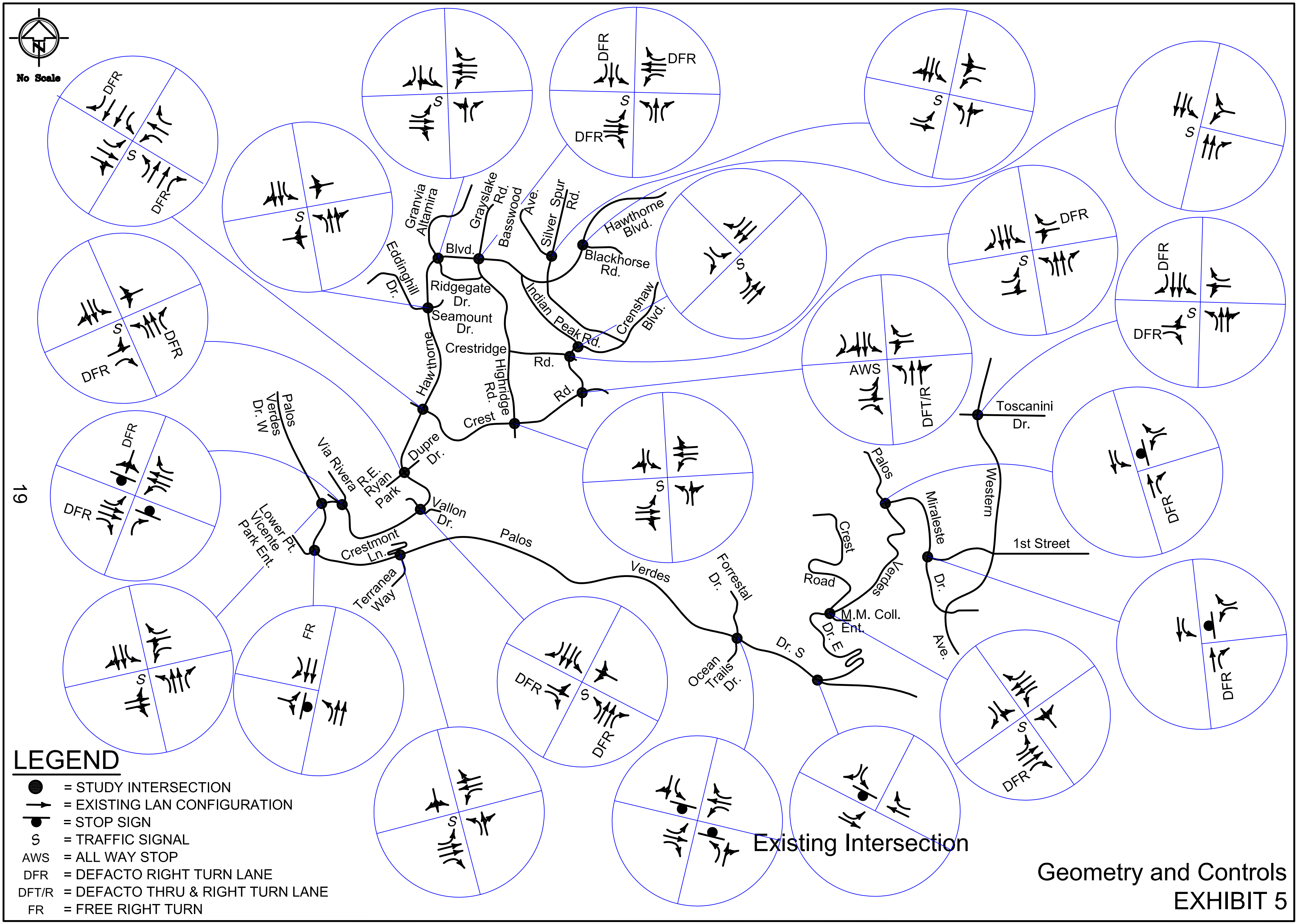
AM and PM peak period traffic counts were collected from various sources (see **Table D1** in **Appendix D**) and balanced between intersections to provide flow conservation (see **Exhibit D-1** in **Appendix D**). The most recent counts were conducted in 2009. Since traffic volumes at the intersections were balanced, 2009 was assumed to be the base traffic count year. To simulate 2010 existing conditions, a growth rate of 0.646 percent was applied. The growth rate is the same rate used to represent ambient growth and is discussed in more detail in Section III.

The Existing AM and PM peak hour traffic volumes are illustrated on ***Exhibit 6***. The AM and PM peak hour count data is included in ***Appendix D***.

Existing daily traffic volumes on the study area roadways were also collected from various available sources, all counted in 2008. Where the counts were not available, the existing daily traffic volumes were estimated by applying a Daily–to–PM peak hour ratio of 13:1 to the existing PM peak hour traffic volumes. The ratio was derived from the existing traffic counts. To represent 2010 conditions, a growth rate of 0.646 percent per year was applied to the existing traffic volumes. Two years of growth were applied to the traffic count volumes and one-year of growth was applied to the estimated traffic volumes. The resulting Existing daily traffic volumes are shown on ***Table 2.***

Existing Conditions Intersection Analysis

The operating conditions at the study intersections were evaluated utilizing the Intersection Capacity Utilization (ICU) and 2000 Highway Capacity Manual (HCM) methodologies



LEGEND

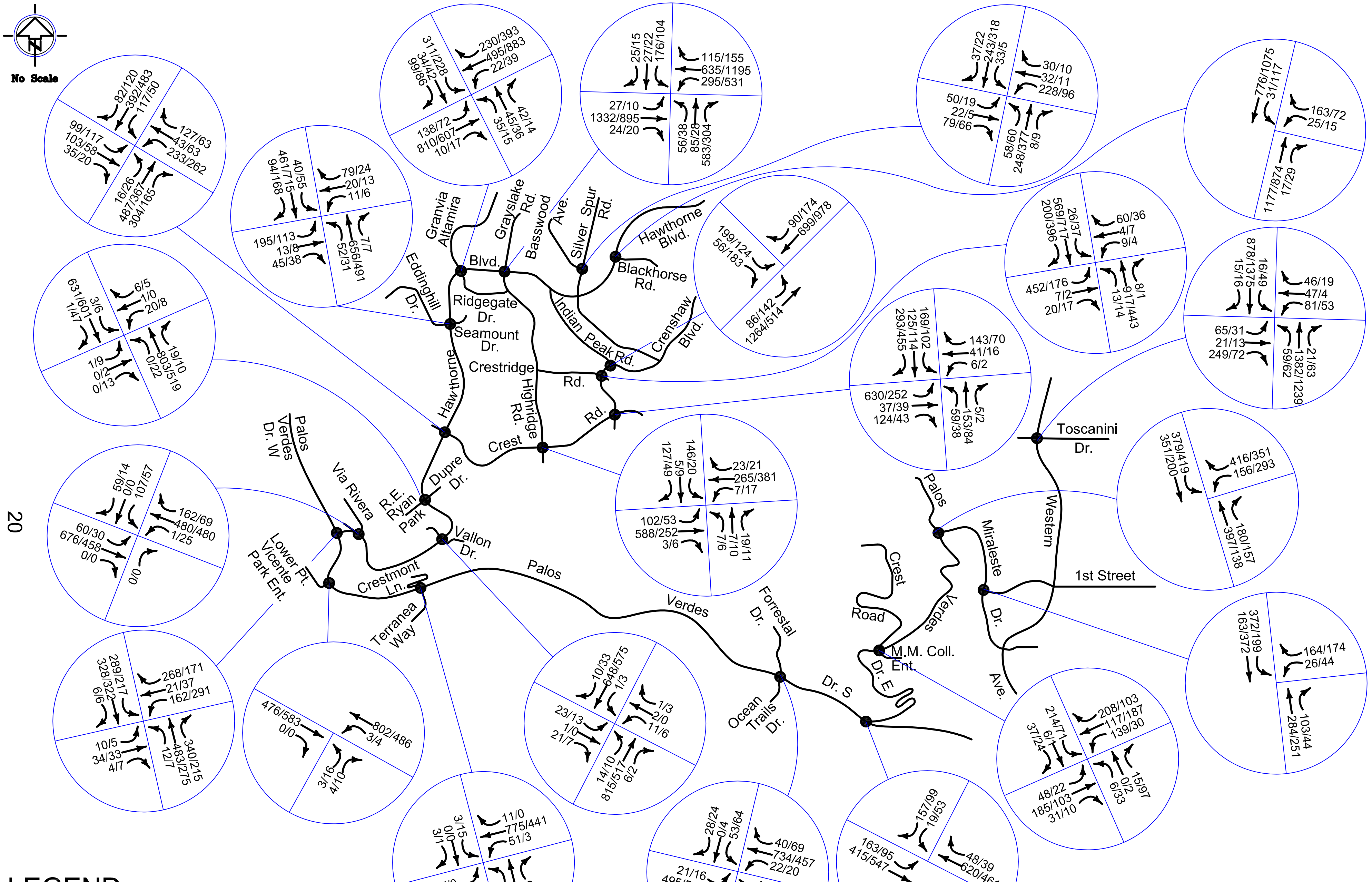
- ● = STUDY INTERSECTION
- → = EXISTING LAN CONFIGURATION
- ⊥● = STOP SIGN
- S = TRAFFIC SIGNAL
- AWS = ALL WAY STOP
- DFR = DEFACTO RIGHT TURN LANE
- DFT/R = DEFACTO THRU & RIGHT TURN LANE
- FR = FREE RIGHT TURN

Geometry and Controls
EXHIBIT 5

WILLDAN Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes

Existing
AM/PM Peak Hour Volumes
EXHIBIT 6



LEGEND

● = STUDY INTERSECTION

123/456 = AM/PM PEAK HOUR TRAFFIC VOLUMES

TABLE 2

ROADWAY SEGMENT DAILY TRAFFIC VOLUMES

		DAILY TRAFFIC VOLUMES				
STREET	SEGMENT	EXISTING[1] (2010)	AMBIENT GROWTH[3]	RELATED PROJECTS	VACANT PARCELS	GEN PLAN BUILDOUT TOTAL
Crenshaw Blvd.	North City Limit - Indian Peak Rd.	23,413	3,781	3,248	782	31,224
	Indian Peak Rd. - Crest Rd.[2]	15,502	2,697	4,550	800	23,549
Crest Rd.	Hawthorne Blvd - Crenshaw Blvd.	13,167	2,291	3,267	756	19,481
	Palos Verdes Dr. E - Ganado Dr.	2,917	471	96	0	3,484
Crestridge Rd.	Highridge Rd. - Crenshaw Blvd.	9,104	1,470	1,131	16	11,721
Hawthorne Blvd.	North City Limit - Blackhorse Rd.	27,965	4,516	3,992	424	36,897
	Blackhorse Rd. - Indian Peak Rd.	26,068	4,210	4,016	418	34,712
	Indian Peak Rd. - Grayslake Rd./Highridge Rd.	41,330	6,675	4,369	572	52,946
	Grayslake Rd./Highridge Rd. - Granvia Altamira/Ridgegate Dr.	28,606	4,620	3,747	520	37,493
	Granvia Altamira/Ridgegate Dr. - Eddinghill Dr./Seamount Dr.	21,884	3,534	3,340	518	29,276
	Eddinghill Dr./Seamount Dr. - Crest Rd.	17,368	2,805	2,922	518	23,613
	Crest Rd. - Vallon Dr.	19,164	3,095	5,780	1,234	29,273
	Vallon Dr. - Palos Verdes Dr. W	16,849	2,721	5,796	1,214	26,580
Highridge Rd.	Hawthorne Blvd. - City Limit with Rolling Hills Estates[2]	8,746	1,522	262	50	10,580
Indian Peak Rd.	Crenshaw Blvd. - City Limit with Rolling Hills Estates[2]	9,046	1,574	1,994	18	12,632
Miraleste Dr.	Palos Verdes Dr. E - 1st St.	16,088	2,598	194	170	19,050
	1st St. - East City Limit at 9th St.	6,069	980	194	166	7,409
Palos Verdes Dr. E	North City Limit - Miraleste Dr.	14,519	2,345	1,682	494	19,040
	Miraleste Dr. - North of Crest Dr.	10,464	1,690	1,876	448	14,478
	North of Crest Dr. - Ganado Dr.	7,887	1,274	1,874	318	11,353
	Ganado Dr. - Palos Verdes Dr. S	5,010	809	966	318	7,103
Palos Verdes Dr. S	Palos Verdes Dr. W and Crestmont Ln./Terranea Wy. [2]	13,251	2,306	5,330	1,804	22,691
	Crestmont Ln./Terranea Wy. - Forrestal Dr./Ocean Trails Dr. [2]	13,117	2,282	4,494	1,804	21,697
	Forrestal Dr./Ocean Trails Dr. - Palos Verdes Dr. E	16,581	2,678	4,396	1,370	25,025
	Palos Verdes Dr. E - East City Limit	15,120	2,442	4,202	1,258	23,022
Palos Verdes Dr. W	North City Limit - Hawthorne Blvd.	13,986	2,434	1,886	589	18,895
	Hawthorne Blvd. - Palos Verdes Dr. S	15,920	2,770	5,390	1,804	25,884
Silver Spur Rd.	North City Limit - North of Hawthorne Blvd.[2]	9,196	1,545	370	18	11,129
Western Ave.	North City Limit - South City Limit	21,844	3,670	3,786	1,196	30,496

[1] Existing traffic volumes were calculated from 2009 PM peak hour turning movement counts using a daily-to-peak ratio of 13. Volumes include one year of growth at 0.646%/year.

[2] Existing traffic volume derived from traffic count data collected in 2008 for the initial *Traffic Impact Analysis of the City of Rancho Palos Verdes General Plan Update*, prepared by LSA Associates, Inc. in October 2009. Volume reflects 0.646% growth for two years (1.292%) to represent 2010 conditions.

[3] The ambient growth for 25 years at 0.646%/year is 16.15%.

described in Section I. ***Table 3*** summarizes the results of the intersection analysis for Existing conditions.

The following five study intersections are currently operating at unacceptable levels of service during the AM peak hour and/or the PM peak hour:

3. Via Rivera/Hawthorne Boulevard
10. Grayslake Road-Highridge Road/Hawthorne Boulevard
17. Forrestal Drive – Ocean Trails Drive/Palos Verdes Drive South
18. Palos Verdes Drive East/Miraleste Drive
20. Palos Verdes Drive East/Palos Verdes Drive South

The supporting ICU and HCM intersection analyses worksheets can be referenced in ***Appendix E***.

Existing Conditions Roadway Segment Analysis

Daily traffic volumes are not typically used to determine roadway capacity for existing or near-term conditions since intersection capacity/operations more realistically represent roadway operating conditions. For this study, they have been provided for comparison to the General Plan Buildout (2035) conditions.

The Orange County Transportation Authority's (OCTA) Roadway Design Standards Road Capacity Values were used to determine the roadway segment levels of service for existing conditions based on the existing daily traffic volumes for the roadway segments. The results of the analysis are shown in ***Table 4***. ***Table 4*** indicates that 20 of the 29 roadway segments are currently operating at level of service (LOS) A, two are operating at LOS B, two are operating at LOS C and two are operating at LOS D. The remaining three roadway segments, listed below, are currently operating at an unacceptable level of service, LOS F.

- Hawthorne Boulevard – Indian Peak Road to Grayslake Road/Highridge Road
- Palos Verdes Drive East – North City Limit to Miraleste Drive

TABLE 3

INTERSECTION LEVEL OF SERVICE SUMMARY - EXISTING CONDITIONS

		AM PEAK HOUR		PM PEAK HOUR	
	INTERSECTION	ICU or *Delay (sec)*	LOS	ICU or *Delay (sec)*	LOS
1	Palos Verdes Dr. W/Hawthorne Bl.	0.698	B	0.559	A
2	Palos Verdes Dr. W/Lower Pt. Vicente Park Ent.	*14.9*	B	*17.9*	C
3	Via Rivera/Hawthorne Bl.	*48.5*	E	*25.1*	D
4	Hawthorne Bl./Eddinghill Dr. - Seamount Dr.	0.605	B	0.507	A
5	Hawthorne Bl./Crest Rd.	0.623	B	0.563	A
6	Hawthorne Bl./Dupre Dr. - R. E. Ryan Park Dwy.	0.401	A	0.407	A
7	Hawthorne Bl./Vallon Dr.	0.410	A	0.368	A
8	Crestmont Ln. - Terranea Wy./Palos Verdes Dr. S	0.387	A	0.380	A
9	Gravania Altamira - Ridgegate Dr./Hawthorne Bl.	0.568	A	0.584	A
10	Grayslake Rd. - Highridge Rd./Hawthorne Bl.	1.176	F	0.948	E
11	Highridge Rd./Crest Rd.	0.355	A	0.367	A
12	Silver Spur Rd./Hawthorne Bl.	0.466	A	0.456	A
13	Hawthorne Bl./Blackhorse Rd.	0.552	A	0.438	A
14	Crenshaw Bl./Indian Peak Rd.	0.693	B	0.657	B
15	Crenshaw Bl./Crestridge Rd.	0.637	B	0.519	A
16	Crenshaw Bl./Crest Rd.	*31.4*	D	*13.8*	B
17	Forrestal Dr. - Ocean Trails Dr./Palos Verdes Dr. S	*78.1*	F	*62.2*	F
18	Palos Verdes Dr. E/Miraleste Dr.	*901.7*	F	*875.2*	F
19	Palos Verdes Dr. E/Crest Rd. - Marymount Col. Dwy.	0.439	A	0.325	A
20	Palos Verdes Dr. E/Palos Verdes Dr. S	*43.6*	E	*44.9*	E
21	Miraleste Dr./1st St.	*18.4*	C	*17.1*	C
22	Western Ave./Toscanini Dr.	0.816	D	0.650	B

ICU = Intersection Capacity Utilization; LOS = Level of Service

TABLE 4

ROADWAY SEGMENTS LEVEL OF SERVICE SUMMARY - EXISTING CONDITIONS

STREET	SEGMENT	EXISTING LANE CONFIG	EXISTING DAILY VOLS (2010)	LEVEL OF SERVICE (LOS)[1]
Crenshaw Blvd.	North City Limit - Indian Peak Rd.	4D	23,413	B
	Indian Peak Rd. - Crest Rd.	4D	15,502	A
Crest Rd.	Hawthorne Blvd - Crenshaw Blvd.	4D	13,167	A
	Palos Verdes Dr. E - Ganado Dr.	2U	2,917	A
Crestridge Rd.	Highridge Rd. - Crenshaw Blvd.	2D	9,104	A
Hawthorne Blvd.	North City Limit - Blackhorse Rd.	4D	27,965	C
	Blackhorse Rd. - Indian Peak Rd.	4D	26,068	B
	Indian Peak Rd. - Grayslake Rd./Highridge Rd.	4D	41,330	F
	Grayslake Rd./Highridge Rd. - Granvia Altamira/Ridgegate Dr.	4D	28,606	C
	Granvia Altamira/Ridgegate Dr. - Eddinghill Dr./Seamount Dr.	4D	21,884	A
	Eddinghill Dr./Seamount Dr. - Crest Rd.	4D	17,368	A
	Crest Rd. - Vallon Dr.	4D	19,164	A
	Vallon Dr. - Palos Verdes Dr. W	4D	16,849	A
Highridge Rd.	Hawthorne Blvd. - City Limit with Rolling Hills Estates	2D	8,746	A
Indian Peak Rd.	Crenshaw Blvd. - City Limit with Rolling Hills Estates	2D	9,046	A
Miraleste Dr.	Palos Verdes Dr. E - 1st St.	2D	16,088	D
	1st St. - East City Limit at 9th St.	2U	6,069	A
Palos Verdes Dr. E	North City Limit - Miraleste Dr.	2U	14,519	F
	Miraleste Dr. - North of Crest Dr.	2U	10,464	D
	North of Crest Dr. - Ganado Dr.	4U	7,887	A
	Ganado Dr. - Palos Verdes Dr. S	2U	5,010	A
Palos Verdes Dr. S	Palos Verdes Dr. W and Crestmont Ln./Terranea Wy.	4D	13,251	A
	Crestmont Ln./Terranea Wy. - Forrestal Dr./Ocean Trails Dr.	4D	13,117	A
	Forrestal Dr./Ocean Trails Dr. - Palos Verdes Dr. E	4D	16,581	A
	Palos Verdes Dr. E - East City Limit	2U	15,120	F
Palos Verdes Dr. W	North City Limit - Hawthorne Blvd.	4D	13,986	A
	Hawthorne Blvd. - Palos Verdes Dr. S	4D	15,920	A
Silver Spur Rd.	North City Limit - North of Hawthorne Blvd.	2D	9,196	A
Western Ave.	North City Limit - South City Limit	4D	21,844	A

[1] Level of Service based on the Road Capacity Values listed below, from the Orange County Transportation Authority, except for 2 Lanes Divided, which was not included in the table. Values for 2 Lanes Divided were calculated as one-half of the values for 4 Lanes Divided, based on the relationship of the values of 2 Lanes Undivided to 4 Lanes Undivided.

	MAXIMUM AVERAGE DAILY TRAFFIC VOLUMES FOR EACH LEVEL OF SERVICE					
TYPE OF ARTERIAL	A	B	C	D	E	F
8 Lanes Divided (8D)	45000	52500	60000	67500	75000	--
6 Lanes Divided (6D)	33900	39400	45000	50600	56300	--
4 Lanes Divided (4D)	22500	26300	30000	33800	37500	--
4 Lanes Undivided (UD)	15000	17500	20000	22500	25000	--
2 Lanes Divided (2D)	11300	13200	15000	16900	18800	--
2 Lanes Undivided (2U)	7500	8800	10000	11300	12500	--

Existing Conditions Traffic Signal Warrant Analysis

A traffic signal warrant analysis was performed to determine if any of the seven unsignalized study intersections currently meet warrants for a traffic signal. The *California Manual of Uniform Traffic Control Devices* (CA MUTCD*)* Warrant 3, Peak Hour, was used for existing conditions. The analysis showed that the following two intersections currently meet both Part A and Part B for Warrant 3:

- Crenshaw Boulevard (NS) and Crest Road (EW)
- Palos Verdes Drive East and Miraleste Drive (EW)

The traffic signal warrant worksheets are included in ***Appendix H*** The remaining intersections do not currently meet the minimum traffic signal warrants.

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III. FUTURE GROWTH

Regional Growth

Since the Palos Verdes Peninsula is isolated from other areas and mostly built-out, it is expected that there would be little regional or ambient growth. To be conservative, however, an ambient growth factor was applied to the existing traffic volumes. A growth rate of 0.646 percent per year was based on regional growth rates for the South Bay area contained in the 2004 *Los Angeles County Congestion Management Program (CMP)*. When expanded out to the analysis year of 2035, a regional growth factor of 1.17 was applied to the existing 2010 traffic counts.

Related Projects

To ensure that all anticipated development by General Plan Buildout in 2035 was included in the study, a list was obtained of related projects from the City of Rancho Palos Verdes, the City of Rolling Hills Estates and the City of Los Angeles. The list was compiled by Linscott, Law and Greenspan Engineers for the 2010 traffic impact analysis for The Annenberg Project at Lower Point Vicente and was updated by the City of Rancho Palos Verdes Planning Department staff. The list includes projects that are pending or approved and that may be in place by 2035. ***Exhibit 7*** lists the related projects used in the analysis and shows their locations. Related project trip generation and available trip distributions from this source were used in the analysis.

Table 5 includes a description of each related project and the trips anticipated to be generated by each of the related projects. The trip distributions for the related projects are illustrated on exhibits in ***Appendix F***. The AM and PM peak hour trips generated by the related projects are illustrated on ***Exhibit G-1 in Appendix G***. The daily trips generated by the related projects are shown in previous ***Table 2***.

Vacant Parcels

Since the build-up methodology was used to estimate 2035 traffic volumes, the trips that could be generated by the vacant parcels were also included in the analysis. Using the

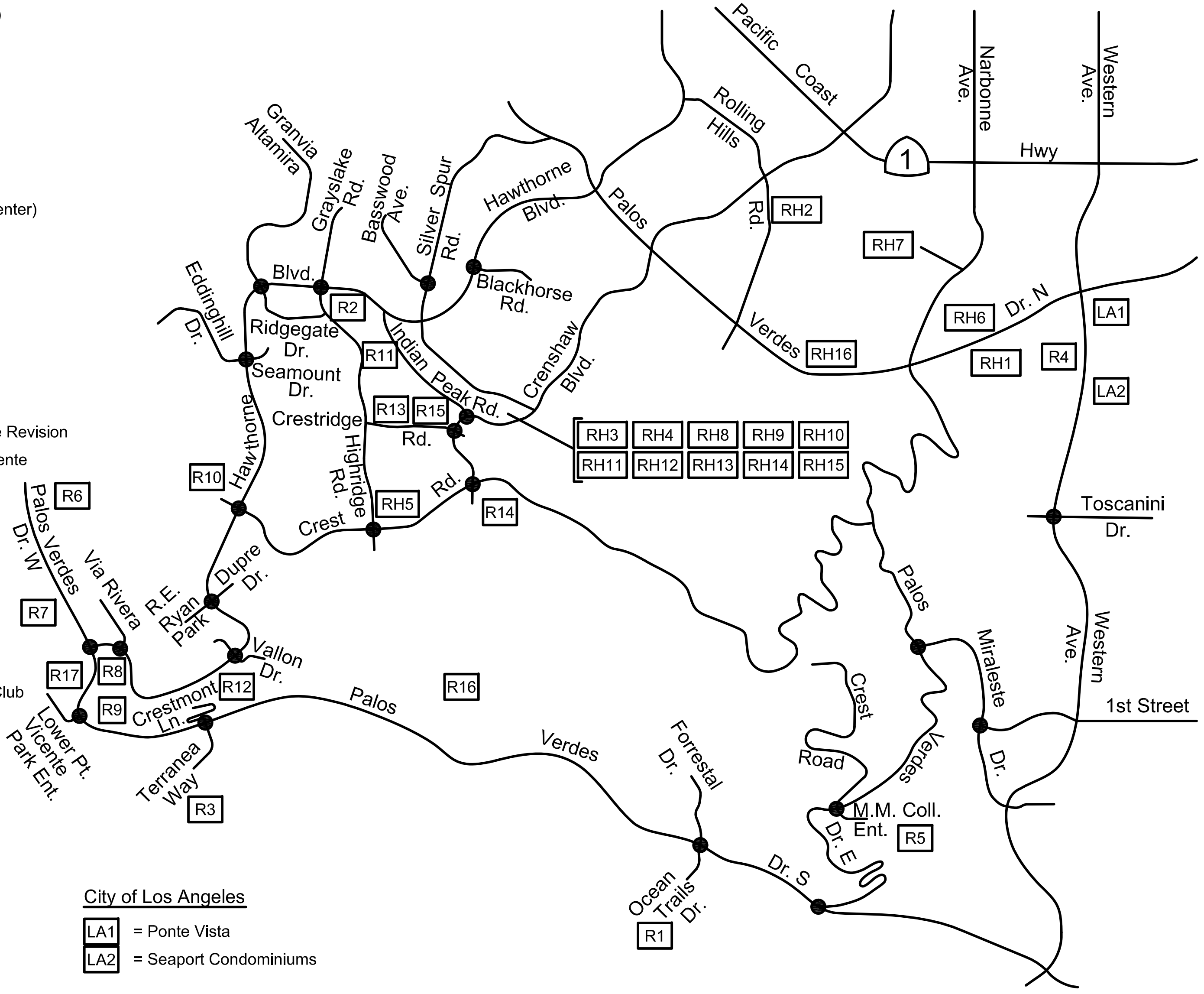
No Scale

City of Rancho Palos Verdes

R1 = Trump National Golf Club (Ocean Trails)
R2 = Chevron with Car Wash
R3 = Terranea Resort and Spa
R4 = Green Hills Memorial Park
R5 = Marymount College Facilities Expansion
R6 = TTM No. 52666
R7 = Ocean Front Estates
R8 = Trader Joe's (Golden Cove Shopping Center)
R9 = Pointe Vicente Animal Hospital
R10 = Hawthorne/Crest Office Building
R11 = Highridge Condominiums
R12 = Salvation Army Crestridge College
R13 = Crestridge Estate LLC
R14 = St. John Fisher Church Expansion
R15 = Mirandella
R16 = Zone 2 Landslide Moratorium Ordinance Revision
R17 = The Annenburg Project at Lower Pt. Vicente

City of Rolling Hills Estates

RH1 = Rolling Hills Covenant Church
RH2 = Tanglewood Subdivision
RH3 = Silver Spur Court
RH4 = Rolling Hills Villas
RH5 = Crest Road Building
RH6 = Butcher Ranch
RH7 = Chandler Ranch/Rolling Hills Country Club
RH8 = 627 Deep Valley Drive
RH9 = Brickwalk LLC Residential
RH10 = 827 Deep Valley Drive
RH11 = Mediterranean Village
RH12 = Silverdes Medical Office
RH13 = Continental Development
RH14 = Silver Center
RH15 = Promenade Peninsula
RH16 = 2901 Palos Verdes Drive North



City of Los Angeles

LA1 = Ponte Vista
LA2 = Seaport Condominiums

LEGEND

● = STUDY INTERSECTION
R1 = RELATED PROJECT LOCATION

Related Projects Location Map
EXHIBIT 7

TABLE 5

RELATED PROJECTS LIST AND TRIP GENERATION

NO.	DESCRIPTION	*STATUS* SIZE	DAILY VOLS	AM PK HR VOLS			PM PK HR VOLS		
				In	Out	Total	In	Out	Total
	City of Rancho Palos Verdes								
R 1	**Trump National Golf Club** (Ocean Trails) Palos Verdes Drive South, west of Shoreline Park	*Partially Built (5 homes built)*	**555**	**11**	**33**	**44**	**38**	**21**	**59**
	- Single Family Detached Housing	59 DU	517	10	31	41	35	20	55
	- Affordable Housing	4 DU	38	1	2	3	3	1	4
R 2	**Chevron with Car Wash** 27774 Hawthorne Boulevard (at Grayslake Road/Highridge Road)	*Proposed*	**917**	**37**	**35**	**72**	**43**	**41**	**84**
	- Gas Station with Convenience Market and Car Wash	6 VFP							
R 3	**Terranea Resort and Spa** 6610 Palos Verdes Drive South	*Built*	**6,263**	**195**	**118**	**313**	**247**	**252**	**499**
	- Resort Hotel	550 Rooms							
	- Condominiums	32 DU							
	- Retail	20,000 GLSF							
	- Restaurant	22,500 GLSF							
	- Fitness Center	22,000 GLSF							
	- Golf Course	9 Holes							
R 4	**Green Hills Memorial Park Master Plan** 27501 S. Western Avenue	*Approved*	**129**	**4**	**1**	**5**	**8**	**15**	**23**
	- Mausoleum (over 50 years)	27.3 Acres (94,525 SF)							
R 5	**Marymount College Facilities Expansion** 30800 Palos Verdes Drive East	*Approved*	**1,931**	**149**	**51**	**200**	**83**	**92**	**175**
	- Junior College Building Expansion	77,504 SF							
	- Demolish Existing Building	-18,022 SF							
	- BA Degree Program (University)	250 STU							
	- Junior College	-250 STU							
	- Jr. College Wkend Enrollment Incr.	67 STU							
R 6	**TTM No. 52666** 3200 Palos Verdes Drive West	*Partially Built (10 homes built)*	**29**	**1**	**1**	**2**	**2**	**1**	**3**
	- Single Family Residential	3 DU							

TABLE 5

(Page 2 of 5)

RELATED PROJECTS LIST AND TRIP GENERATION (Cont)

NO.	DESCRIPTION	*STATUS*	DAILY VOLS	AM PK HR VOLS			PM PK HR VOLS		
		SIZE		In	Out	Total	In	Out	Total
City of Rancho Palos Verdes (cont)									
R 7	**Ocean Front Estates** Seaward side of Palos Verdes Dr. W. at terminus of Hawthorne Boulevard	*Partially Built* *(74 homes built)*	**48**	**1**	**3**	**4**	**3**	**2**	**5**
	- Single Family Detached Housing	5 DU							
R 8	**Trader Joe's** Golden Cove Shopping Center 31176 Hawthorne Boulevard	*Built* *(Opened 4/10)*	**1,125**	**24**	**15**	**39**	**59**	**57**	**116**
	- Supermarket	11,000 GLSF							
R 9	**Point Vicente Animal Hospital** 31270 Palos Verdes Drive West	*Approved*	**270**	**17**	**6**	**23**	**11**	**16**	**27**
	- Animal Hospital	5,759 GSF							
R 10	**Hawthorne/Crest Office Building** 29941 Hawthorne Boulevard	*Permit Expired* *(10/09)*	**80**	**10**	**1**	**11**	**2**	**9**	**11**
	- Office	7,232 GSF							
R 11	**Highridge Condominiums** 28220 Highridge Road	*Approved*	**163**	**2**	**10**	**12**	**10**	**5**	**15**
	- Condominiums	27 DU							
R 12	**Salvation Army Crestridge College** 30840 Hawthorne Boulevard	*Built* *(Opened 4/04)*	**133**	**2**	**8**	**10**	**8**	**4**	**12**
	- Apartment (Campus Housing)	20 DU							
R13	**Crestridge Estate LLC** 5601 Crestridge Road	*Proposed*	**542**	**14**	**14**	**28**	**14**	**15**	**29**
	- Senior Condominiums	90 DU	313	4	8	12	8	6	14
	- Senior Center	10,000 GSF	229	10	6	16	6	9	15
R 14	**St. John Fisher Church Expansion** 5448 Crest Road	*Approved*	**380**	**24**	**20**	**44**	**22**	**23**	**45**
	- Day Care Center	40 STU	179	17	15	32	16	17	33
	- Proposed new building area	32,426 GSF	295	11	7	18	9	9	18
	- Existing to be demolished	-10,329 GSF	-94	-4	-2	-6	-3	-3	-6
R 15	**Mirandella** Northwest corner of Crenshaw Blvd./Crestridge Rd.	*Under* *Construction*	**272**	**2**	**16**	**18**	**16**	**9**	**25**
	- Senior Apartments	34 DU							

TABLE 5

(Page 3 of 5)

RELATED PROJECTS LIST AND TRIP GENERATION (Cont)

NO.	DESCRIPTION	*STATUS*	DAILY VOLS	AM PK HR VOLS			PM PK HR VOLS		
		SIZE		In	Out	Total	In	Out	Total
City of Rancho Palos Verdes (cont)									
R 16	**Zone 2 Landslide Moratorium Ordinance Revision** North of Palos Verdes Drive South btwn Narcissa Dr. and Peppertree Dr.	*Approved*	**450**	**9**	**20**	**29**	**30**	**17**	**47**
	- Single-Family Detached Housing	47 DU							
R 17	**The Annenberg Project at Lower Point Vicente** 31501 Palos Verdes Drive West	*Proposed*	**596**	**81**	**30**	**111**	**51**	**59**	**110**
	- Educational Interpretive Center	35,200 GSF							
City of Rolling Hills Estates									
RH-1	**Rolling Hills Covenant Church** 2221-2222 Palos Verdes Drive North	*Proposed*	**1,000**	**68**	**28**	**96**	**41**	**59**	**100**
	- Church	1,650 Seats							
RH-2	**Tanglewood Subdivision** Rolling Hills Rd. & Tanglewood Ln.	*Proposed*	**29**	**1**	**1**	**2**	**2**	**1**	**3**
	- Single Family Detached Housing	3 DU							
RH-3	**Silver Spur Court** 981 Silver Spur Rd.	*Built/Partially Occupied*	**105**	**1**	**7**	**8**	**6**	**3**	**9**
	- Condominiums	18 DU							
RH-4	**Rolling Hills Villas** 901 Deep Valley Drive	*Built/Partially Occupied*	**209**	**3**	**4**	**7**	**7**	**6**	**13**
	- Senior Housing - Detached	41 DU	*143*	*2*	*3*	*5*	*4*	*3*	*7*
	- Retail	1.215 GLSF	*66*	*1*	*1*	*2*	*3*	*3*	*6*
RH-5	**Crest Road Building** 5883 Crest Road	*Approved*	**102**	**7**	**1**	**8**	**3**	**9**	**12**
	- Office	4,545 GSF	50	6	1	7	1	6	7
	- Retail	1,215 GLSF	52	1	0	1	2	3	5
RH-6	**Butcher Ranch** Palos Verdes Dr. N & Montecillo Dr.	*Proposed*	**105**	**2**	**6**	**8**	**7**	**4**	**11**
	- Single Family Detached Housing	11 DU							

TABLE 5

(Page 4 of 5)

RELATED PROJECTS LIST AND TRIP GENERATION (Cont)

NO.	DESCRIPTION	*STATUS*	DAILY VOLS	AM PK HR VOLS			PM PK HR VOLS		
		SIZE		In	Out	Total	In	Out	Total
	City of Rolling Hills Estates (cont)								
RH 7	**Chandler Ranch/Rolling Hills Country Club** 26311 & 27000 Palos Verdes Dr. E.	*Proposed*	**1,486**	**24**	**42**	**66**	**152**	**70**	**222**
	- Single Family Detached Housing	114 DU							
	- Quality Restaurant	338 Seats							
	- Health/Fitness Club	7,150 GSF							
	- Tennis Courts	5 Courts							
	- New Social Club Members	100 Members							
	- (Existing Quarry Removed)								
RH 8	**627 Deep Valley Drive**	*Approved*	**636**	**-2**	**15**	**13**	**30**	**21**	**51**
	- Condominiums	58 DU							
	- Retail	5.810 GLSF							
	- 10% Pass-By								
	- 10% Internal Capture								
RH 9	**Brickwalk LLC Residential** 655-693 Deep Valley Drive & 924-950 Indian Peak Road	*Proposed*	**1,470**	**20**	**59**	**79**	**78**	**52**	**130**
	- Condominiums	148 DU	860	11	54	65	52	25	77
	- Retail	14,200 GLSF	610	9	5	14	26	27	53
RH 10	**827 Deep Valley Drive**	*Approved*	**93**	**1**	**6**	**7**	**5**	**3**	**8**
	- Senior Condominiums	16 DU							
RH 11	**Mediteranean Village** 927 Deep Valley Drive	*Approved*	**522**	**7**	**28**	**35**	**29**	**17**	**46**
	- Condominiums	75 DU	436	6	27	33	26	13	39
	- Retail	2,000 GLSF	86	1	1	2	3	4	7
RH 12	**Silverdes Medical Office** 828 Silver Spur Road	*Approved*	**942**	**55**	**14**	**69**	**26**	**73**	**99**
	- Medical Office	24,518 GSF	886	48	13	61	25	66	91
	- General Office	5,124 GSF	56	7	1	8	1	7	8
RH 13	**Continental Development** 627 Silver Spur Road	*Proposed*	**737**	**46**	**32**	**78**	**32**	**49**	**81**
	- Condominiums	70 DU	407	5	26	31	24	12	36
	- Commercial	30,000 GLSF	330	41	6	47	8	37	45

TABLE 5

(Page 5 of 5)

RELATED PROJECTS LIST AND TRIP GENERATION (Cont)

NO.	DESCRIPTION	*STATUS*	DAILY VOLS	AM PK HR VOLS			PM PK HR VOLS		
		SIZE		In	Out	Total	In	Out	Total
City of Rolling Hills Estates (cont)									
RH 14	**Silver Center** 449 Silver Spur Road	*Approved*	**204**	**3**	**2**	**5**	**9**	**9**	**18**
	- Commercial	4,745 GLSF							
RH 15	**Promenade Peninsula** 550 Deep Valley Drive	*Proposed*	**1,097**	**15**	**31**	**46**	**53**	**43**	**96**
	- Condominiums	66 DU	383	5	24	29	23	11	34
	- Retail	16,620 GLSF	714	10	7	17	30	32	62
RH 16	**2901 Palos Verdes Drive North**	*Proposed*	**29**	**1**	**1**	**2**	**2**	**1**	**3**
	- Single Family Detached Housing	3 DU							
City of Los Angeles									
LA 1	**Ponte Vista** 26900 S. Western Avenue	*Proposed*	**7,270**	**90**	**386**	**476**	**380**	**190**	**570**
	- Multi-Family	385 DU	2,256	29	140	169	134	66	200
	- Condominiums	630 DU	3,692	47	230	277	220	108	328
	- Senior Housing	300 DU	1,322	14	16	30	26	16	42
LA 2	**Seaport Condominiums** Western Avenue at Avenida Aprenda	*Built/Partially Occupied*	**813**	**11**	**51**	**62**	**49**	**24**	**73**
	- Condominiums	230 DU							

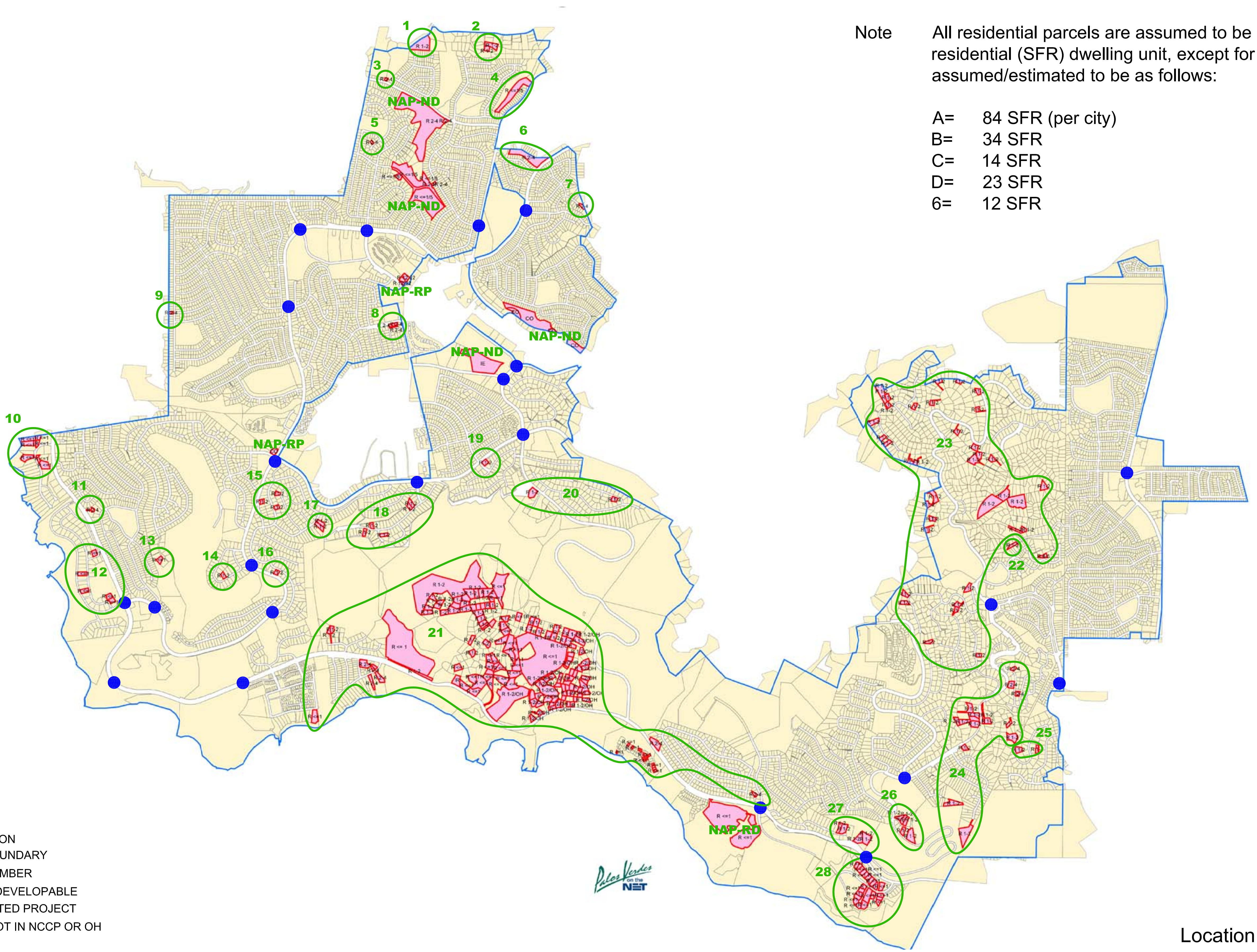
DU = Dwelling Units, VFP = Vehicle Fueling Positions, SF = Square Feet, GSF = Gross Square Feet,
GLSF = Gross Leasable Square Feet, STU = Students

Source: City of Rancho Palos Verdes and the *Revised Draft Traffic Impact Study, The Annenberg Project at Lower Point Vicente* , prepared by Linscott, Law & Greenspan, Engineers, May 4, 2010

City’s GIS system to identify the vacant parcels, City Planning staff developed a map of the vacant parcels with their land uses, and noted any parcels that are undevelopable due to the severe terrain or that are already included on the related projects list (see ***Exhibit 8***). Most parcels would be developed as individual single family residences. For the larger parcels, estimates were made of the number of homes that could reasonably be developed given the terrain and permitted housing density. The parcels were grouped into analysis zones and summarized in ***Table 6***. Over half of the parcels are in the Portuguese Bend area, which is currently of steep terrain and subject to landslides. Although these parcels cannot currently be developed, they were included in the analysis with the assumption that by 2035 a way of stabilizing the slopes to allow development would be discovered.

The trip generation rates for the vacant parcel land uses are from the Institute of Transportation Engineers (ITE) *Trip Generation*, 8th Edition and are listed in ***Table 7***. The trips anticipated to be generated by the vacant parcels are summarized in ***Table 8.*** The exhibits illustrating the trip distribution for each vacant parcel are included in ***Appendix F***. The AM and PM peak hour trips generated by the vacant parcels are illustrated on ***Exhibit G-2 in Appendix G***. The vacant parcels’ daily trips are shown in previous ***Table 2.***

No Scale



Note All residential parcels are assumed to be one single family residential (SFR) dwelling unit, except for Parcels A-D, which are assumed/estimated to be as follows:

A= 84 SFR (per city)
B= 34 SFR
C= 14 SFR
D= 23 SFR
6= 12 SFR

LEGEND

● = STUDY INTERSECTION
○ = ANALYSIS ZONE BOUNDARY
23 = ANALYSIS ZONE NUMBER
NAP-ND = NOT A PART - NOT DEVELOPABLE
NAP-RP = NOT A PART - RELATED PROJECT
🟥 = VACANT PARCEL NOT IN NCCP OR OH
🟨 = PARCEL

Vacant Parcels
Location Map and Analysis Zones
EXHIBIT 8

TABLE 6

SUMMARY OF VACANT DEVELOPABLE PARCELS[1]

ANALYSIS	NUMBER OF VACANT PARCELS, BY LAND USE								TOTAL	TOTAL
ZONE	R <= 1/5	R <= 1	R 1-2	R 1-2/OH	R 2-4	R 4-6	IE	IR	RESID	PARCELS
1			1						1	1
2			2						2	2
3					1				1	1
4	1								1	1
5					1				1	1
6					12				12	12
7					1				1	1
8					3				3	3
9					1				1	1
10		7							7	7
11					1				1	1
12		5							5	5
13		1							1	1
14			1						1	1
15			3						3	3
16			1						1	1
17			2						2	2
18			5						5	5
19			1						1	1
20			2						2	2
21		127	79	78	7			1	291	292
22			1						1	1
23			38			1			39	39
24			15		3				18	18
25			2						2	2
26			5				2		5	7
27			5						5	5
28		23							23	23
TOTAL	***1***	***163***	***163***	***78***	***30***	***1***	***2***	***1***	***436***	***439***

R <= 1/5 is Residential <= 1 DU/5Acres; R <= 1 is Residential <= 1 DU/Acre; R 1-2 is Residential 1-2 DU/Acre;
R 1-2/OH is Residential 1-2/ Open Space; R 2-4 is Residential 2-4 DU/Acre; R 4-6 is Residential 4-6 DU/Acre;
IE = Institutional - Educational; IR = Institutional - Religious; DU = Dwelling Unit

[1] Based on information provided by the City of Rancho Palos Verdes.

TABLE 8

VACANT PARCELS TRIP GENERATION[1]

ZONE	LAND USE	QUAN-TITY	UNITS	DAILY VOLS	AM PK HR VOLS			PM PK HR VOLS		
					In	Out	Total	In	Out	Total
1	Single Family Detached Housing	1	DU	10	0	1	1	1	0	1
2	Single Family Detached Housing	2	DU	19	0	1	1	1	1	2
3	Single Family Detached Housing	1	DU	10	0	1	1	1	0	1
4	Single Family Detached Housing	1	DU	10	0	1	1	1	0	1
5	Single Family Detached Housing	1	DU	10	0	1	1	1	0	1
6	Single Family Detached Housing	12	DU	115	2	7	9	8	4	12
7	Single Family Detached Housing	1	DU	10	0	1	1	1	0	1
8	Single Family Detached Housing	3	DU	29	1	2	3	2	1	3
9	Single Family Detached Housing	1	DU	10	0	1	1	1	0	1
10	Single Family Detached Housing	7	DU	67	1	4	5	4	3	7
11	Single Family Detached Housing	1	DU	10	0	1	1	1	0	1
12	Single Family Detached Housing	5	DU	48	1	3	4	3	2	5
13	Single Family Detached Housing	1	DU	10	0	1	1	1	0	1
14	Single Family Detached Housing	1	DU	10	0	1	1	1	0	1
15	Single Family Detached Housing	3	DU	29	1	2	3	2	1	3
16	Single Family Detached Housing	1	DU	10	0	1	1	1	0	1
17	Single Family Detached Housing	2	DU	19	0	1	1	1	1	2
18	Single Family Detached Housing	5	DU	48	1	3	4	3	2	5
19	Single Family Detached Housing	1	DU	10	0	1	1	1	0	1
20	Single Family Detached Housing	2	DU	19	0	1	1	1	1	2
21	Single Family Detached Housing	291	DU	2,785	55	163	218	186	108	294
	Institutional - Religious	30	TSF	273	11	6	17	8	9	17
	Subtotal			3,058	66	169	235	194	117	311
22	Single Family Detached Housing	1	DU	10	0	1	1	1	0	1
23	Single Family Detached Housing	39	DU	373	7	22	29	25	14	39
24	Single Family Detached Housing	18	DU	172	3	10	13	12	7	19
25	Single Family Detached Housing	2	DU	19	0	1	1	1	1	2
26	Single Family Detached Housing	5	DU	48	1	3	4	3	2	5
	Institutional - Education (2-Day Care)	10	STU	45	4	4	8	4	4	8
	Subtotal			93	5	7	12	7	6	13
27	Single Family Detached Housing	5	DU	48	1	3	4	3	2	5
28	Single Family Detached Housing	23	DU	220	4	13	17	15	9	24
TOTAL				***4,486***	***93***	***260***	***353***	***293***	***172***	***465***

DU = Dwelling Units, TSF = Thousand Square Feet, STU = Student

---

[1] Based on information regarding vacant developable parcels provided by the City of Rancho Palos Verdes.

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IV. GENERAL PLAN BUILDOUT (2035) CONDITIONS

General Plan Buildout (2035) Conditions Intersection Analysis

General Plan Buildout (2035) conditions consist of the sum of the existing traffic volumes plus regional growth plus related project traffic volumes plus vacant parcels traffic volumes. The General Plan Buildout (2035) conditions AM and PM peak hour traffic volumes are shown on ***Exhibit 9***, and were used to estimate the intersection level of service for the study intersections.

It was assumed that planned intersection improvements, along with traffic signals at intersections where warrants were met for existing and projected 2035 conditions, would be constructed by 2035. These improvements, listed below and illustrated on ***Exhibit 10***, were included in the analysis.

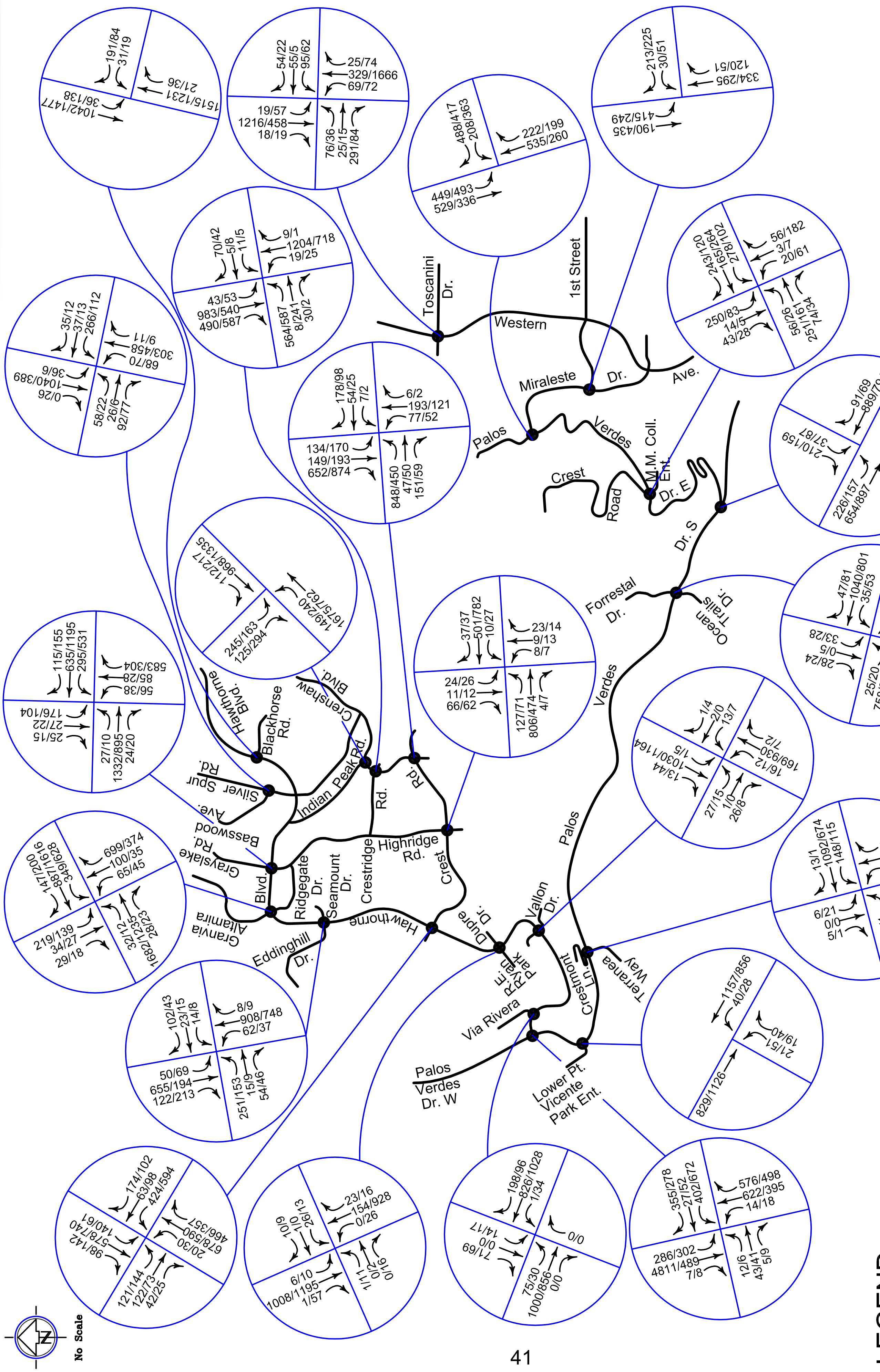
Planned Intersection Improvements (by intersection number)

2. Modifications to the intersection of Palos Verdes Drive West/Lower Point Vicente Park Entrance to realign the driveway to be more perpendicular to Palos Verdes Drive West and a traffic signal, to be funded by the City.

3. A traffic signal at the intersection of Hawthorne Boulevard/Via Rivera, a mitigation measure for The Annenberg Project at Lower Point Vicente. It was assumed that with the traffic signal, full turning movements would be allowed for vehicles exiting the parking lot on the south leg of the intersection.

16. An anticipated traffic signal or equivalent improvement at the intersection of Crenshaw Boulevard/Crest Road, to be determined by a traffic study of the intersection operations, to be funded by the City.

17. A traffic signal at the intersection of Forrestal Drive-Ocean Trails Drive/Palos Verdes Drive South, a mitigation measure for The Annenberg Project at Lower Point Vicente.



LEGEND

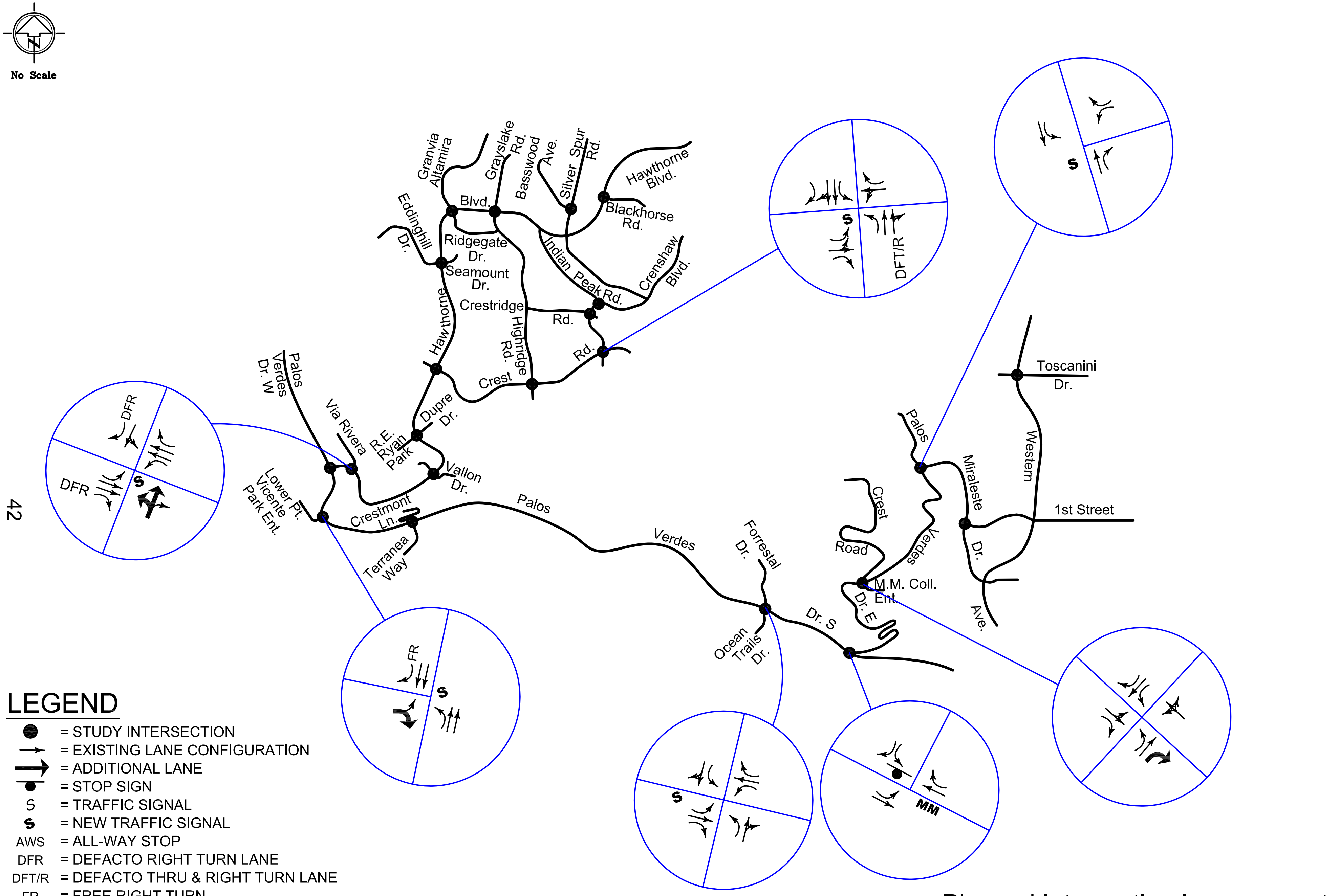
● = STUDY INTERSECTION

123/456 = AM/PM PEAK HOUR TRAFFIC VOLUMES

General Plan Buildout (2035)
AM/PM Peak Hour Volumes
EXHIBIT 9

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes

WILLDAN Engineering



LEGEND

●	= STUDY INTERSECTION
→	= EXISTING LANE CONFIGURATION
➡	= ADDITIONAL LANE
⊥●	= STOP SIGN
S	= TRAFFIC SIGNAL
S	= NEW TRAFFIC SIGNAL
AWS	= ALL-WAY STOP
DFR	= DEFACTO RIGHT TURN LANE
DFT/R	= DEFACTO THRU & RIGHT TURN LANE
FR	= FREE RIGHT TURN
MM	= MODIFICATION OF RAISED MEDIAN ON PVDS FOR REFUGE AREA AND ACCELERATION LANES FOR SB LEFT TURNING VEHICLES
RTO	= ADDED RIGHT TURN OVERLAP

Planned Intersection Improvements
EXHIBIT 10

TABLE 7

VACANT PARCELS TRIP GENERATION RATES[1]

LAND USE	ITE CODE	UNITS[2]	DAILY	AM PEAK HOUR RATES			PM PEAK HOUR RATES		
				In	Out	Total	In	Out	Total
Single Family Residential	210	DU	9.57	0.19	0.56	0.75	0.64	0.37	1.01
Church	560	TSF	9.11	0.35	0.21	0.56	0.26	0.29	0.55
Day Care Center	565	STU	4.48	0.42	0.38	0.80	0.39	0.43	0.82

[1] Source: Institute of Transportation Engineers (ITE) *Trip Generation* , 8th Edition, 2008

[2] DU = Dwelling Unit; TSF = Thousand Square Feet; STU = Student

18. A traffic signal at the intersection of Palos Verdes Drive East/Miraleste Drive, with right turn overlap phasing for westbound, mitigation measures for the Marymount College Expansion project.

20. A modification to the raised median at the intersection of Palos Verdes Drive East/Palos Verdes Drive South to provide a median refuge area for vehicles making left turns onto Palos Verdes Drive South from Palos Verdes Drive East, plus an acceleration lane for the same vehicles to more easily enter eastbound traffic on Palos Verdes Drive East, a mitigation measure for the Marymount College Expansion project.

The results of the intersection analysis are summarized in ***Table 9***. As shown in ***Table 9***, the five intersections listed below would operate at LOS E or F. It should be noted that the Congestion Management Program (CMP) intersection of Western Avenue and Toscanini Drive is among the intersections that would operate at LOS E or F and additional improvements would be necessary.

1. Palos Verdes Drive West/Hawthorne Boulevard
10. Grayslake Road-Highridge Road/Hawthorne Boulevard
14. Crenshaw Boulevard/Indian Peak Road
18. Palos Verdes Drive East/Miraleste Drive
20. Palos Verdes Drive East/Palos Verdes Drive South
22. Western Avenue/Toscanini Drive

Additional improvements were developed to bring the five intersections to acceptable levels of service, as listed below and shown on ***Exhibit 11***.

1. Add right turn overlap phasing for the northbound right turn at the intersection of Palos Verdes Drive West/Hawthorne Boulevard.

TABLE 9

INTERSECTION LEVEL OF SERVICE SUMMARY - GENERAL PLAN BUILDOUT (2035) CONDITIONS

		2035 GP BUILDOUT WITH PLANNED IMPROVEMENTS				2035 GP BUILDOUT WITH PLANNED IMPROVEMENTS			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	INTERSECTION	ICU or *Delay (sec)*	LOS	ICU or *Delay (sec)*	LOS	ICU or *Delay (sec)*	LOS	ICU or *Delay (sec)*	LOS
1	Palos Verdes Dr. W/Hawthorne Bl.	0.947	**E**	0.909	**E**	0.706	C	0.705	C
2	Palos Verdes Dr. W/Lower Pt. Vicente Park Ent.	0.507	A	0.536	A				
3	Via Rivera/Hawthorne Bl.	0.527	A	0.519	A				
4	Hawthorne Bl./Eddinghill Dr. - Seamount Dr.	0.729	C	0.641	B				
5	Hawthorne Bl./Crest Rd.	0.855	D	0.821	D				
6	Hawthorne Bl./Dupre Dr. - R. E. Ryan Park Dwy.	0.522	A	0.569	A				
7	Hawthorne Bl./Vallon Dr.	0.528	A	0.521	A				
8	Crestmont Ln. - Terranea Wy./Palos Verdes Dr. S	0.535	A	0.652	B				
9	Gravania Altamira - Ridgegate Dr./Hawthorne Bl.	0.687	B	0.731	C				
10	Grayslake Rd. - Highridge Rd./Hawthorne Bl.	1.531	**F**	1.295	**F**	0.867	D	0.711	C
11	Highridge Rd./Crest Rd.	0.439	A	0.482	A				
12	Silver Spur Rd./Hawthorne Bl.	0.533	A	0.525	A				
13	Hawthorne Bl./Blackhorse Rd.	0.790	C	0.681	B				
14	Crenshaw Bl./Indian Peak Rd.	0.836	D	0.916	**E**	0.836	D	0.827	D
15	Crenshaw Bl./Crestridge Rd.	0.780	C	0.927	B				
16	Crenshaw Bl./Crest Rd.	0.680	B	0.578	A				
17	Forrestal Dr. - Ocean Trails Dr./Palos Verdes Dr. S	0.888	D	0.864	D				
18	Palos Verdes Dr. E/Miraleste Dr.	0.903	**E**	0.859	D	0.795	C	0.691	B
19	Palos Verdes Dr. E/Crest Rd. - Marymount Col. Dwy.	0.681	B	0.527	A				
20	Palos Verdes Dr. E/Palos Verdes Dr. E	*344.0*	**F**	*771.6*	**F**	0.883	D	0.805	D
21	Miraleste Dr./1st St.	*30.5*	D	*26.0*	D				
22	Western Ave./Toscanini Dr.	0.998	**E**	0.771	C	0.820	D	0.590	A

ICU = Intersection Capacity Utilization; LOS = Level of Service;

Related Intersection Improvements

1 Add Right Turn Overlap Phasing to NB right turn lane on Palos Verdes Drive West

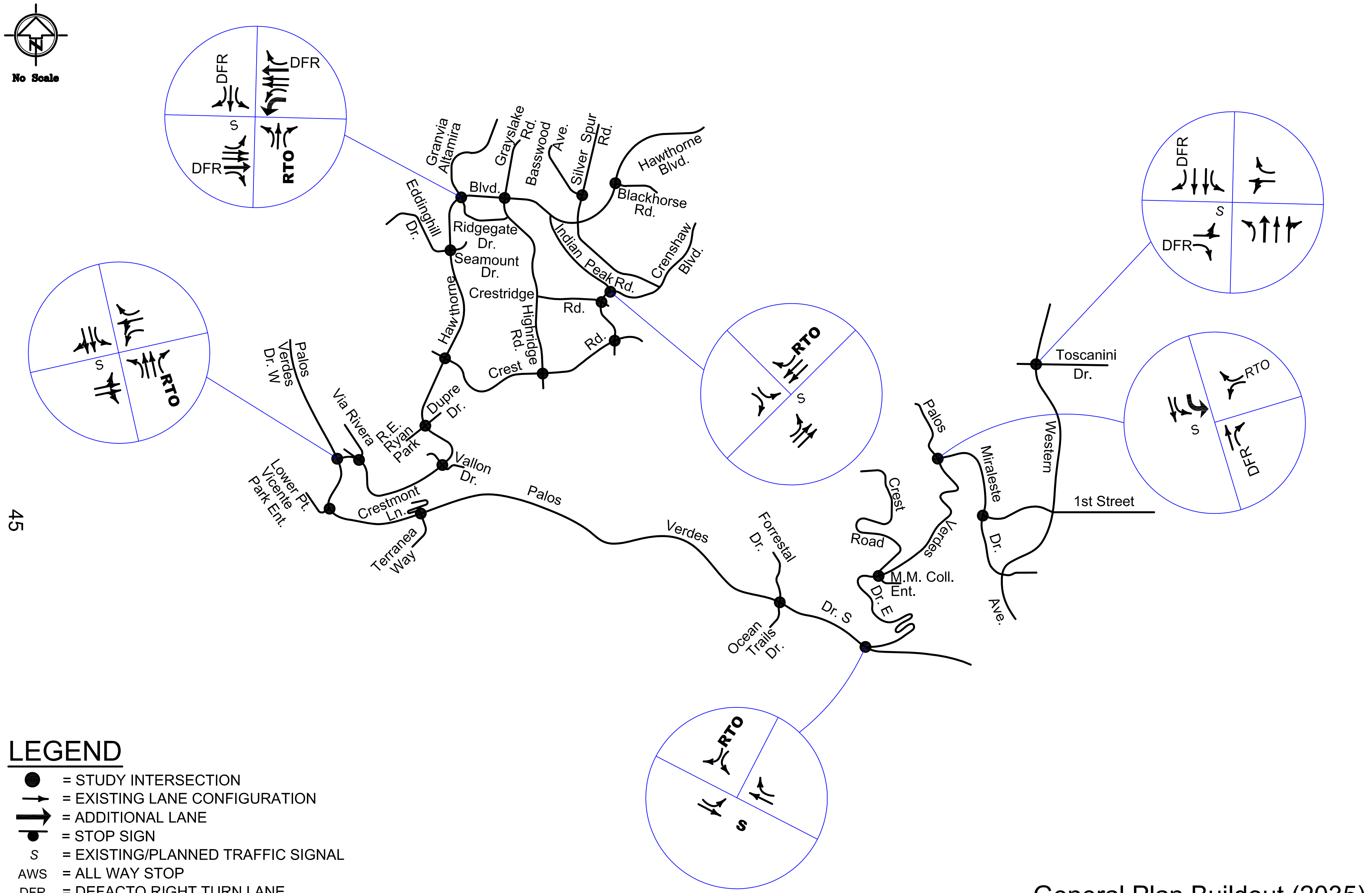
10 Add Right Turn Overlap Phasing to NB right turn lane on Highridge Road.

14 Add Right Turn Overlap Phasing to EB right turn lane on Indian Peak Road

18 Construct a second southbound left turn lane on Palos Verdes Drive East and add Right Turn Overlap Phasing to WB right turn lane on Miraleste Drive

20 Install a traffic signal at the intersection with Right Turn Overlap Phasing for the SB right turn lane

22 Construct a third northbound through lane on Western Avenue



LEGEND

- ● = STUDY INTERSECTION
- → = EXISTING LANE CONFIGURATION
- ➡ = ADDITIONAL LANE
- = STOP SIGN
- *S* = EXISTING/PLANNED TRAFFIC SIGNAL
- AWS = ALL WAY STOP
- DFR = DEFACTO RIGHT TURN LANE
- DFT/R = DEFACTO THRU & RIGHT TURN LANE
- *RTO* = PLANNED RIGHT TURN OVERLAP PHASING
- **RTO** = ADDED RIGHT TURN OVERLAP PHASING
- **S** = NEW TRAFFIC SIGNAL

General Plan Buildout (2035)
Additional Required Intersection Improvements
EXHIBIT 11

10. Construct a third through lane for eastbound and westbound Hawthorne Boulevard at Grayslake Road-Highridge Road. Also add right turn overlap phasing for the northbound right turn.

14. Add right turn overlap phasing for the southbound right turn at the intersection of Crenshaw Boulevard/Indian Peak Road.

18. Construct a second southbound left turn lane on Palos Verdes Drive East at Miraleste Drive.

20. Signalize the intersection of Palos Verdes Drive East/Palos Verdes Drive South and add right turn overlap phasing for the southbound right turn.

22. Construct a third northbound through lane on Western Avenue at Toscanini Drive.

The levels of service as a result of the additional improvements are shown in ***Table 9***. The supporting ICU and HCM intersection analyses worksheets can be referenced in ***Appendix G.***

General Plan Buildout (2035) Conditions Roadway Segment Analysis

For General Plan Buildout conditions, daily traffic volumes are used to help determine the number of through lanes that will be needed for major circulation system roadways to meet the forecast traffic demand. The estimated daily traffic volumes for General Plan Buildout (2035) conditions are shown in previous ***Table 2***.

Planned Roadway Improvements

The City is planning several roadway improvements before 2035, particularly concerning Palos Verdes Drive East. The one that would affect the capacity of a study intersection is the reduction of through lanes on Palos Verdes Drive East from four lanes to two lanes with a median barrier, in the vicinity of Crest Road. It results in the new roadway classification of 2 Lane Divided, which was used in the General Plan Buildout analysis.

Roadway Segment Level of Service Analysis

The results of the roadway segment level of service analysis for General Plan Buildout (2035) conditions are summarized in ***Table 10***. ***Table 10*** shows that seven of the segments are expected to continue to operate at LOS A, eight would operate at LOS B, three at LOS C, two at LOS D, three at LOS E and five at LOS F. The segments that would operate at unacceptable LOS E are as follows:

- Hawthorne Boulevard – North City Limit to Blackhorse Road (Existing = LOS C)
- Hawthorne Boulevard – Blackhorse Road to Indian Peak Road (Existing = LOS B)
- Hawthorne Boulevard – Grayslake Road/Highridge Road to Granvia Altamira/ Ridgegate Drive (Existing = LOS C)

The segments that would operate at unacceptable LOS F are as follows:

- Hawthorne Boulevard – Indian Peak Road to Grayslake Road/Highridge Road (Existing = LOS F)
- Miraleste Drive – Palos Verdes Drive East to 1st Street (Existing = LOS D)
- Palos Verdes Drive East – North City Limit to Miraleste Drive (Existing = LOS F)
- Palos Verdes Drive East – Miraleste Drive to North of Crest Drive (Existing = LOS D)
- Palos Verdes Drive South – Palos Verdes Drive East to North City Limit (Existing = LOS E)

Table 11 shows the lane improvements that would be needed for the levels of service of all roadway segments to meet the acceptable standard.

Daily traffic volumes have traditionally been used to determine levels of service for long-range or General Plan level conditions since transportation modeling of long-range conditions can only be approximated. In more recent years, however, transportation modeling has advanced, and intersection modeling of future conditions is typically used to determine future intersection improvements. Since, intersection capacity, rather than

TABLE 10

ROADWAY SEGMENT LEVEL OF SERVICE SUMMARY - GENERAL PLAN BUILDOUT (2035) CONDITIONS

STREET	SEGMENT	EXISTING LANE CONFIG	GP BLDOUT DAILY VOLS (2035)	LEVEL OF SERVICE (LOS)[1]
Crenshaw Blvd.	North City Limit - Indian Peak Rd.	4D	31,224	D
	Indian Peak Rd. - Crest Rd.	4D	23,549	B
Crest Rd.	Hawthorne Blvd - Crenshaw Blvd.	4D	19,481	A
	Palos Verdes Dr. E - Ganado Dr.	2U	3,484	A
Crestridge Rd.	Highridge Rd. - Crenshaw Blvd.	2D	11,721	B
Hawthorne Blvd.	North City Limit - Blackhorse Rd.	4D	36,897	**E**
	Blackhorse Rd. - Indian Peak Rd.	4D	34,712	**E**
	Indian Peak Rd. - Grayslake Rd./Highridge Rd.	4D	52,946	**F**
	Grayslake Rd./Highridge Rd. - Granvia Altamira/Ridgegate Dr.	4D	37,493	**E**
	Granvia Altamira/Ridgegate Dr. - Eddinghill Dr./Seamount Dr.	4D	29,276	C
	Eddinghill Dr./Seamount Dr. - Crest Rd.	4D	23,613	B
	Crest Rd. - Vallon Dr.	4D	29,273	C
	Vallon Dr. - Palos Verdes Dr. W	4D	26,580	C
Highridge Rd.	Hawthorne Blvd. - City Limit with Rolling Hills Estates	2D	10,580	A
Indian Peak Rd.	Crenshaw Blvd. - City Limit with Rolling Hills Estates	2D	12,632	B
Miraleste Dr.	Palos Verdes Dr. E - 1st St.	2D	19,050	**F**
	1st St. - East City Limit at 9th St.	2U	7,409	A
Palos Verdes Dr. E	North City Limit - Miraleste Dr.	2U	19,040	**F**
	Miraleste Dr. - North of Crest Dr.	2U	14,478	**F**
	North of Crest Dr. - Ganado Dr.	2D	11,353	B
	Ganado Dr. - Palos Verdes Dr. S	2U	7,103	A
Palos Verdes Dr. S	Palos Verdes Dr. W and Crestmont Ln./Terranea Wy.	4D	22,691	B
	Crestmont Ln./Terranea Wy. - Forrestal Dr./Ocean Trails Dr.	4D	21,697	A
	Forrestal Dr./Ocean Trails Dr. - Palos Verdes Dr. E	4D	25,025	B
	Palos Verdes Dr. E - East City Limit	2U	23,022	**F**
Palos Verdes Dr. W	North City Limit - Hawthorne Blvd.	4D	18,895	A
	Hawthorne Blvd. - Palos Verdes Dr. S	4D	25,884	B
Silver Spur Rd.	North City Limit - North of Hawthorne Blvd.	2D	11,129	A
Western Ave.	North City Limit - South City Limit	4D	30,496	D

[1] Level of Service based on the Road Capacity Values listed below, from the Orange County Transportation Authority, except for 2 Lanes Divided, which was not included in the table. Values for 2 Lanes Divided were calculated as one-half of the values for 4 Lanes Divided, based on the relationship of the values of 2 Lanes Undivided to 4 Lanes Undivided.

	MAXIMUM AVERAGE DAILY TRAFFIC VOLUMES FOR EACH LEVEL OF SERVICE					
TYPE OF ARTERIAL	A	B	C	D	E	F
8 Lanes Divided (8D)	45000	52500	60000	67500	75000	--
6 Lanes Divided (6D)	33900	39400	45000	50600	56300	--
4 Lanes Divided (4D)	22500	26300	30000	33800	37500	--
4 Lanes Undivided (UD)	15000	17500	20000	22500	25000	--
2 Lanes Divided (2D)	11300	13200	15000	16900	18800	--
2 Lanes Undivided (2U)	7500	8800	10000	11300	12500	--

TABLE 11

ROADWAY SEGMENT LEVEL OF SERVICE SUMMARY

GENERAL PLAN BUILDOUT (2035) CONDITIONS WITH POSSIBLE IMPROVEMENTS[1]

STREET	SEGMENT	POSSIBLE LANE CONFIG	GP BLDOUT DAILY VOLS (2035)	LEVEL OF SERVICE (LOS)[2]
Hawthorne Blvd.	North City Limit - Blackhorse Rd.	6D	36,897	B
	Blackhorse Rd. - Indian Peak Rd.	6D	34,712	B
	Indian Peak Rd. - Grayslake Rd./Highridge Rd.	8D	52,496	C
	Grayslake Rd./Highridge Rd. - Granvia Altamira/Ridgegate Dr.	6D	37,493	B
Miraleste Dr.	Palos Verdes Dr. E - 1st St.	4D	19,050	A
Palos Verdes Dr. E	North City Limit - Miraleste Dr.	4U	19,040	C
	Miraleste Dr. - North of Crest Dr.	2D	14,478	C
Palos Verdes Dr. S	Palos Verdes Dr. E - East City Limit	4D	23,022	B

[1] Configuration required to achieve acceptable LOS of D or better.

[2] Level of Service based on the Road Capacity Values listed below, from the Orange County Transportation Authority, except for 2 Lanes Divided, which was not included in the table. Values for 2 Lanes Divided were calculated as one-half of the values for 4 Lanes Divided, based on the relationship of the values of 2 Lanes Undivided to 4 Lanes Undivided.

	MAXIMUM AVERAGE DAILY TRAFFIC VOLUMES FOR EACH LEVEL OF SERVICE					
TYPE OF ARTERIAL	A	B	C	D	E	F
8 Lanes Divided (8D)	45000	52500	60000	67500	75000	--
6 Lanes Divided (6D)	33900	39400	45000	50600	56300	--
4 Lanes Divided (4D)	22500	26300	30000	33800	37500	--
4 Lanes Undivided (UD)	15000	17500	20000	22500	25000	--
2 Lanes Divided (2D)	11300	13200	15000	16900	18800	--
2 Lanes Undivided (2U)	7500	8800	10000	11300	12500	--

roadway segment capacity, usually determines the level of service of the roadways, the current practice in southern California is to primarily use the lane requirements established by the intersection analysis to determine future roadway needs.

Since one of the intersection improvements would require the possible roadway segment lane improvements shown in ***Table 10***, the third through lane in each direction at the intersection of Grayslake Road-Highridge Road/Hawthorne Boulevard, it is recommended that the adjacent segments of Indian Peak Road to Grayslake Road/Highridge Road and Grayslake Road/Highridge Road to Granvia Altamira be upgraded to the 6 Lane Divided designation. Although the segment of Indian Peak Road to Grayslake Road/Highridge Road would be projected to operate at unacceptable LOS E with the upgrade, the intersection analysis indicates that the six lanes should be sufficient. It is recommended that none of the other possible improvements in ***Table 10*** be implemented. The roadway segments should operate at acceptable levels of service without additional roadway segment improvements.

General Plan Buildout (2035) Conditions Traffic Signal Warrant Analysis

A traffic signal warrant analysis was conducted for five unsignalized study intersections under General Plan Buildout (2035) conditions. The five intersections did not meet the traffic signal warrants for existing conditions.

The *California Manual of Uniform Traffic Control Devices* (CA MUTCD*)* Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form), to be used for new intersections or locations where it is not reasonable to count (such as future conditions), was used for General Plan Buildout (2035) conditions. The signal warrant analysis was based on the estimated daily traffic volumes for 2035 General Plan Buildout conditions. The analysis showed that the following four intersections meet this warrant:

- Hawthorne Boulevard (EW) and Via Rivera (NS)
- Palos Verdes Drive South (EW) and Forrestal Dr./Ocean Trails Dr. (NS)
- Palos Verdes Drive South (EW) and Palos Verdes Drive East (NS)
- Miraleste Drive (NS) and 1st Street (EW)

The traffic signal warrant worksheets are included in ***Appendix H***. The remaining intersection of Palos Verdes Drive South and Lower Point Vicente Park Entrance did not meet traffic signal warrants.

V. ALTERNATE TRANSPORTATION MODES

Public Transit

Public bus transit services that currently operate in the City of Rancho Palos Verdes and serve the Palos Verdes Peninsula include Palos Verdes Transit, Los Angeles County Metro, City of Los Angeles Department of Transportation's Commuter Express and Beach Cities Transit. The bus routes, which service every major street in Rancho Palos Verdes, are illustrated on ***Exhibit 12***.

Trails (Bikeways, Pedestrian and Equestrian)

Conceptual Trails Plan and Conceptual Bikeways Plan

In 1993, the City Council approved the revised *Conceptual Trails Plan* for the City of Rancho Palos Verdes, which primarily focuses on equestrian and pedestrian trails. The *Conceptual Trails Plan* divides the City into five geographical sections although many trails traverse more than one section. The section maps, which illustrate the trails, are included in ***Appendix I***. The *Conceptual Bikeways Plan*, which was adopted in 1990 and revised in1996, complements the *Conceptual Trails Plan*. ***Exhibit 13*** illustrates the bikeway network developed in the *Conceptual Bikeways Plan*.

Preserve Trails Plan

In April 2008, the City Council adopted the *Preserve Trails Plan* (PTP) for the Palos Verdes Nature Preserve, which consists of 10 reserves. The *Preserve Trails Plan*, which was the initial and largest component of the *Public Use Master Plan* (PUMP), identifies the trail routes and trail uses in the Nature Preserve. The map of the Palos Verdes Nature Preserve, showing each reserve, and maps of the reserves are included in ***Appendix I***.

Rancho Palos Verdes Coast Vision Plan

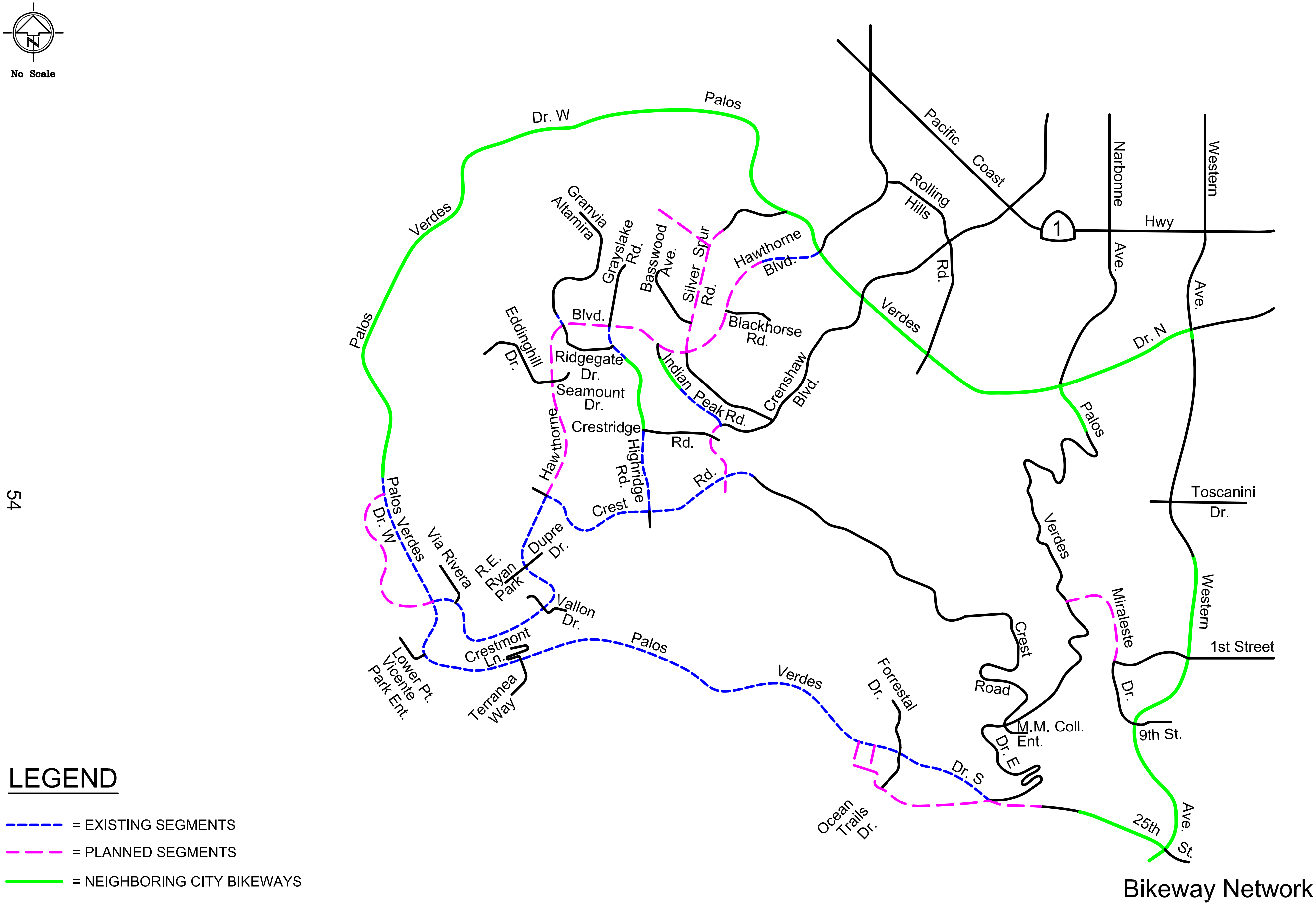
The City's latest effort to enhance access to the City's natural areas is the Coast Vision Plan, which provides a vision, goals, concept designs and design guidance to be used to "cohesively link the key open space properties and public lands along the coast, including the Natural Communities Conservation Program (NCCP) properties located within the Palos Verdes Nature Preserve. The public trails that have been incorporated into the Coast Vision Plan are shown on ***Exhibit 14***, from the Plan.

No Scale

Existing Public Transit Routes

EXHIBIT 12

Source: Metropolitan Transit Authority (Metro)



Bikeway Network
EXHIBIT 13

Source: City of Rancho Palos Verdes Conceptual Bikeway Plan, 1996

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ACCESS AND CIRCULATION

RANCHO PALOS VERDES VISION PLAN & PUBLIC USE MASTER PLAN (PUMP)

EXISTING CONDITIONS

MELÉNDREZ

City of Rancho Palos Verdes
Palos Verdes Land Conservancy

Public Trails
EXHIBIT 14

SOURCE: THE RANCHO PALOS VERDES *COAST VISION PLAN*, AUGUST 2008 DRAFT

APPENDIX A

Explanation of Intersection Capacity Utilization and Level of Service

EXPLANATION OF INTERSECTION CAPACITY UTILIZATION (ICU)

The capacity of a street is nearly always greater between intersections and less at intersections. The reason for this is that traffic flows continuously between intersections but only part of the time at intersections. To study intersection capacity, a technique known as Intersection Capacity Utilization (ICU) was developed. An ICU analysis consists of (a) determining the proportion of signal time needed to serve each conflicting movement; (b) summing the times needed for the conflicting movements; and (c) comparing the total time required to the total time available. Conflicting movements are those that cannot go at the same time, such as through traffic on one street in the intersection vs. through traffic on the other street forming the intersection. For example, if for north-south traffic the northbound traffic is 1,000 vehicles per hour, the southbound traffic is 800 vehicles per hour, and the capacity of either approach is 2,000 vehicles per hour of green, then northbound traffic is critical and requires 1,000/2000 or 50 percent of the signal time. If for the east-west traffic, 40 percent of the signal time is required, then it can be seen that the ICU is 50 plus 40, or 90 percent. When left-turn lanes exist, they are incorporated into the analysis. As ICU values approach 100 percent, the quality of traffic flow through an intersection approaches Level of Service (LOS) E, as defined in the *Highway Capacity Manual, Special Report 87*, Highway Research Board, 1965.

“Level of Service” is used to describe the quality of traffic flow. For Levels of Service A through C, an intersection operates well. Level of Service D is typically the Level of Service for which an urban street is designed, having tolerable operating speed. Level of Service E represents the maximum volume of traffic an intersection can accommodate and is the level at which one or more vehicles will have to wait through more than one signal cycle. Level of Service F occurs when an intersection is overloaded, and is characterized by long queues of traffic with stoppages of long duration. A description of the various Levels of Service is on the following page.

The ICU calculations assume that an intersection is signalized and that the signal is ideally timed. It is possible, however, to have an ICU value well below 1.0, yet have severe traffic congestion. This would occur because one or more movements is not getting enough time to satisfy its demand, with excess time existing for other movements. Although calculating the ICU for an unsignalized intersection is not necessarily valid, it can be performed with the presumption that a signal can be installed and the calculations show whether the geometrics are capable of accommodating the expected volumes.

Capacity is often defined in terms of roadway width. However, standard lanes have approximately the same capacity whether they are 11-foot or 14-foot lanes. Our data indicates that a typical lane, whether a through lane or a left-turn lane, has a capacity as high as approximately 2200 vehicles per lane per hour of green time. The *1985 Highway Capacity Manual* found capacities of 1800 vehicles per lane per hour of green time. These studies show that values in the 1600 and 1700 range as used in this analysis, should result in a conservative analysis.

INTERSECTION CAPACITY UTILIZATION (ICU)

LEVEL OF SERVICE DESCRIPTIONS FOR INTERSECTIONS

LEVEL OF SERVICE	DESCRIPTION	NOMINAL RANGE OF ICU VALUES[(a)]
A	Low volumes; high speeds; speed not restricted by other vehicles; all signal cycles clear with no vehicles waiting through more than one signal cycle.	0.00-0.60
B	Operating speeds beginning to be affected by other traffic; between one and ten percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods.	0.61-0.70
C	Operating speeds and maneuverability closely controlled by other traffic; between 11 and 30 percent of the signal cycles have one more vehicles which wait through more than one signal cycle during peak traffic periods; recommended ideal design standard.	0.71-0.80
D	Tolerable operating speeds; 31 to 70 percent of signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods; often used as design standard in urban areas.	0.81-0.90
E	Capacity; the maximum traffic volumes an intersection can accommodate; restricted speeds; 71 to 100 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods.	0.91-1.00
F	Long queues of traffic; unstable flow; stoppages of long duration; traffic volume and traffic speed can drop to zero; traffic volume will be less than the volume which occurs at Level of Service E.	Not Meaningful

(a) ICU (Intersection Capacity Utilization) at various Levels of Service versus Level of Service E for urban arterial streets.

SOURCE: *Highway Capacity Manual, Special Report 87***;** Highway Research Board, 1955.

APPENDIX B

2000 Highway Capacity Manual (HCM
Explanation of Level of Service

HIGHWAY CAPACITY MANUAL (HCM 2000)
LEVEL OF SERVICE CRITERIA FOR INTERSECTIONS

SIGNALIZED INTERSECTIONS:

LEVEL OF SERVICE	STOPPED DELAY PER VEHICLE (SEC)
A	≤ 10.0
B	> 10.0 to 20.0
C	> 20.0 to 35.0
D	> 35.0 to 55.0
E	> 55.0 to 80.0
F	> 80.0

UNSIGNALIZED INTERSECTIONS:

LEVEL OF SERVICE	STOPPED DELAY PER VEHICLE (SEC)
A	≤ 10.0
B	> 10.0 to 15.0
C	> 15.0 to 25.0
D	> 25.0 to 35.0
E	> 35.0 to 50.0
F	> 50.0

SOURCE: *Highway Capacity Manual,* 2000 Edition, Transportation Research Board.

HIGHWAY CAPACITY MANUAL (HCM 2000)

LEVEL OF SERVICE DESCRIPTION FOR INTERSECTIONS

LEVEL OF SERVICE	DESCRIPTION
A	Low volumes, high speeds; speed not restricted by other vehicles; all signal cycles clear with no vehicles waiting through more than one signal cycle.
B	Operating speeds beginning to be affected by other traffic; between one and 10 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods.
C	Operating speeds and maneuverability closely controlled by other traffic; between 11 and 30 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods; recommended ideal design standard.
D	Tolerable operating speeds; 31 to 70 percent of the signal cycles have one or more vehicle which wait through more than one signal cycle during peak traffic periods; often used as design standard in urban areas.
E	Capacity; the maximum traffic volumes an intersection can accommodate; restricted speeds; 71 to 100 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods.
F	Long queues of traffic; unstable flow; stoppages of long duration; traffic volumes and traffic speed can drop to zero; traffic volume will be less than the volume which occurs at Level of Service E.

SOURCE: *Highway Capacity Manual,* 2000 Edition, Transportation Research Board.

APPENDIX C

Orange County Transportation Authority (OCTA)
Roadway Design Standards
Road Capacity Values

ROADWAY DESIGN STANDARDS
Road Capacity Values*

Table A-4-1: Freeway/Transportation Corridors

Freeway Sizes	At Level of Service D
4 lanes	65,000
6 lanes	115,000
8 lanes	145,000
10 lanes	175,000
12 lanes	205,000

Table A-4-2: Arterial Highways

	Level of Service					
Type of Arterial	**A**	**B**	**C**	**D**	**E**	**F**
8 Lanes Divided	45,000	52,500	60,000	67,500	75,000	-
6 Lanes Divided	33,900	39,400	45,000	50,600	56,300	-
4 Lanes Divided	22,500	26,300	30,000	33,800	37,500	-
4 Lanes (Undivided)	15,000	17,500	20,000	22,500	25,000	-
2 Lanes (Undivided)	7,500	8,800	10,000	11,300	12,500	-

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*Maximum Average Daily Traffic (ADT)

These roadway capacities are approximate figures only, and are used at the General Plan level. They are affected by such factors as intersections (numbers & configuration), degree of access control, roadway grades, design geometrics (horizontal & vertical alignment standards), sight distance, level of truck and bus traffic, and level of pedestrian and bicycle traffic. Average daily traffic (ADT) is used by the County as a long range planning tool to assist in determining arterial highway classification (number of through lanes) needed to meet traffic demand.

Source: Orange County Transportation Authority (OCTA) "Guidance for Administration of the Orange County Master Plan of Arterial Highways", Amended April 1998.

APPENDIX D

Existing Traffic Count Data

Transportation Studies, Inc.
1350 Reynolds Avenue, Ste.115
Irvine, CA. 92614

Location : CRENSHAW BOULEVARD
Segment : CRESTRIDGE TO INDIAN PEAK
Client : LL&G

Site: RPV
Date: 01/31/08

Day: Thursday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	3	14	152	668	22	71	164	666	25	85	316	1,334
12:15	2		178		14		178		16		356	
12:30	7		167		15		152		22		319	
12:45	2		171		20		172		22		343	
01:00	4	12	158	611	11	34	182	691	15	46	340	1,302
01:15	5		140		3		167		8		307	
01:30	1		141		10		154		11		295	
01:45	2		172		10		188		12		360	
02:00	1	7	142	776	5	30	202	915	6	37	344	1,691
02:15	2		194		15		207		17		401	
02:30	2		160		5		236		7		396	
02:45	2		280		5		270		7		550	
03:00	1	9	180	867	1	15	256	1,036	2	24	436	1,903
03:15	1		266		3		250		4		516	
03:30	1		229		3		272		4		501	
03:45	6		192		8		258		14		450	
04:00	5	39	188	755	2	22	256	948	7	61	444	1,703
04:15	3		183		8		217		11		400	
04:30	11		186		3		226		14		412	
04:45	20		198		9		249		29		447	
05:00	22	155	155	663	5	49	296	1,096	27	204	451	1,759
05:15	41		164		11		274		52		438	
05:30	38		172		15		266		53		438	
05:45	54		172		18		260		72		432	
06:00	60	471	148	513	35	213	278	1,017	95	684	426	1,530
06:15	91		139		32		215		123		354	
06:30	122		114		52		276		174		390	
06:45	198		112		94		248		292		360	
07:00	210	1,333	90	303	108	652	208	764	318	1,985	298	1,067
07:15	236		80		142		200		378		280	
07:30	403		79		196		180		599		259	
07:45	484		54		206		176		690		230	
08:00	263	1,144	62	225	160	619	170	580	423	1,763	232	805
08:15	293		60		145		148		438		208	
08:30	284		50		175		118		459		168	
08:45	304		53		139		144		443		197	
09:00	266	874	55	149	161	501	102	416	427	1,375	157	565
09:15	240		33		114		114		354		147	
09:30	178		37		94		96		272		133	
09:45	190		24		132		104		322		128	
10:00	199	707	23	80	118	498	112	326	317	1,205	135	406
10:15	178		21		122		84		300		105	
10:30	149		20		108		58		257		78	
10:45	181		16		150		72		331		88	
11:00	154	635	11	34	125	554	38	143	279	1,189	49	177
11:15	154		8		156		39		310		47	
11:30	148		8		120		39		268		47	
11:45	179		7		153		27		332		34	
Totals	5,400		5,644		3,258		8,598		8,658		14,242	
Split%	62.4		39.6		37.6		60.4					
Day Totals		11,044				11,856				22,900		
Day Splits		48.2				51.8						
Peak Hour	07:30		02:45		07:30		05:00		07:30		02:45	
Volume	1,443		955		707		1,096		2,150		2,003	
Factor	0.75		0.85		0.86		0.93		0.78		0.91	

Data File : D0802204

Transportation Studies, Inc.
1350 Reynolds Avenue, Ste 115
Irvine, CA. 92614

LOCATION : HIGHRIDGE ROAD
SEGMENT : CRESTRIDGE TO HAWTHORNE
CLIENT : LL&G

Site: RPV
Date: 01/31/08
Day: Thursday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	9	21	65	254	2	8	62	210	11	29	127	464
12:15	3		67		2		48		5		115	
12:30	5		64		2		44		7		108	
12:45	4		58		2		56		6		114	
01:00	10	17	72	244	3	4	53	213	13	21	125	457
01:15	2		55		0		56		2		111	
01:30	3		64		0		44		3		108	
01:45	2		53		1		60		3		113	
02:00	5	13	77	423	0	4	60	324	5	17	137	747
02:15	5		84		1		75		6		159	
02:30	2		120		3		106		5		226	
02:45	1		142		0		83		1		225	
03:00	1	4	85	420	0	4	59	329	1	8	144	749
03:15	1		96		1		92		2		188	
03:30	1		123		2		76		3		199	
03:45	1		116		1		102		2		218	
04:00	4	6	94	350	2	14	70	268	6	20	164	618
04:15	1		92		0		54		1		146	
04:30	0		82		3		64		3		146	
04:45	1		82		9		80		10		162	
05:00	3	26	98	423	4	54	56	224	7	80	154	647
05:15	7		122		13		56		20		178	
05:30	10		99		21		60		31		159	
05:45	6		104		16		52		22		156	
06:00	13	83	119	392	17	143	64	211	30	226	183	603
06:15	10		91		24		69		34		160	
06:30	18		104		26		34		44		138	
06:45	42		78		76		44		118		122	
07:00	38	368	62	251	87	543	28	150	125	911	90	401
07:15	88		63		174		55		262		118	
07:30	134		67		180		34		314		101	
07:45	108		59		102		33		210		92	
08:00	75	255	47	184	96	406	19	96	171	661	66	280
08:15	72		38		102		23		174		61	
08:30	56		41		102		31		158		72	
08:45	52		58		106		23		158		81	
09:00	52	201	37	142	90	248	21	70	142	449	58	212
09:15	41		32		72		14		113		46	
09:30	63		40		42		13		105		53	
09:45	45		33		44		22		89		55	
10:00	43	176	35	99	70	217	13	45	113	393	48	144
10:15	36		26		53		13		89		39	
10:30	41		16		40		13		81		29	
10:45	56		22		54		6		110		28	
11:00	52	250	15	44	46	190	4	13	98	440	19	57
11:15	57		11		46		3		103		14	
11:30	62		8		42		6		104		14	
11:45	79		10		56		0		135		10	
Totals	1,420		3,226		1,835		2,153		3.255		5.379	
Split%	43.6		60.0		56.4		40.0					
Day Totals		4,646				3.988				8.634		
Day Splits		53.8				46.2						
Peak Hour	07:15		02:45		07:15		02:30		07:15		02:30	
Volume	405		446		552		340		957		783	
Factor	0.76		0.79		0.77		0.80		0.76		0.87	

Data File : D0802207

A-19

Transportation Studies, Inc.

1350 Reynolds Avenue, Ste.115
Irvine, CA 92614

Location : INDIAN PEAK ROAD
Segment : HAWTHORNE TO CRENSHAW BLVD
Client : LL&G

Site: RPV
Date: 01/31/08
Day: Thursday

Interval	SB				NB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	2	3	76	323	4	13	84	307	6	16	160	630
12:15	0		94		6		81		6		175	
12:30	1		74		1		67		2		141	
12:45	0		79		2		75		2		154	
01:00	2	4	72	287	3	13	87	292	5	17	159	579
01:15	0		67		5		68		5		135	
01:30	1		71		0		68		1		139	
01:45	1		77		5		69		6		146	
02:00	0	1	87	353	1	3	86	360	1	4	173	713
02:15	0		88		2		78		2		166	
02:30	0		84		0		92		0		176	
02:45	1		94		0		104		1		198	
03:00	0	0	107	421	1	1	100	368	1	1	207	789
03:15	0		130		0		106		0		236	
03:30	0		95		0		78		0		173	
03:45	0		89		0		84		0		173	
04:00	1	11	98	409	0	3	92	425	1	14	190	834
04:15	2		104		0		103		2		207	
04:30	2		88		3		110		5		198	
04:45	6		119		0		120		6		239	
05:00	8	40	100	324	2	12	128	421	10	52	228	745
05:15	6		84		3		107		9		191	
05:30	13		68		4		90		17		158	
05:45	13		72		3		96		16		168	
06:00	27	128	66	264	4	39	112	366	31	167	178	630
06:15	21		66		8		70		29		136	
06:30	27		70		5		106		32		176	
06:45	53		62		22		78		75		140	
07:00	60	350	46	198	18	115	102	302	78	465	148	500
07:15	66		51		27		74		93		125	
07:30	110		52		28		63		138		115	
07:45	114		49		42		63		156		112	
08:00	94	422	32	92	34	136	66	228	128	558	98	320
08:15	100		32		27		61		127		93	
08:30	103		16		39		49		142		65	
08:45	125		12		36		52		161		64	
09:00	108	357	18	40	50	150	49	147	158	507	67	187
09:15	88		7		38		26		126		33	
09:30	74		12		38		48		112		60	
09:45	87		3		24		24		111		27	
10:00	72	317	13	30	47	195	30	78	119	512	43	108
10:15	86		4		42		15		128		19	
10:30	66		8		54		24		120		32	
10:45	93		5		52		9		145		14	
11:00	78	321	2	10	52	221	12	31	130	542	14	41
11:15	64		3		58		9		122		12	
11:30	85		3		57		6		142		9	
11:45	94		2		54		4		148		6	
Totals	1,954		2,751		901		3,325		2,855		6,076	
Split%	68.4		45.3		31.6		54.7					
Day Totals		4,705				4,226				8,931		
Day Splits		52.7				47.3						
Peak Hour	08:15		02:45		11:00		04:30		08:15		04:15	
Volume	436		426		221		465		588		872	
Factor	0.87		0.82		0.95		0.91		0.91		0.91	

Data File : D0802203

Daily Classification Report
Prepared by: Southland Car Counters

Day: WEDNESDAY
Date: 9/24/08

Classification Report / Prepared by: National Data & Surveying Services
Location: Palos Verdes Dr South w_o Forrestal Dr

City: Rancho Palos Verdes
Project #: 08-5044-001e

East Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
01:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14
02:00	0	11	1	0	1	0	0	0	0	0	0	0	0	13
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
05:00	0	54	5	0	0	0	0	0	0	0	0	0	0	59
06:00	1	157	8	0	3	0	0	0	0	0	0	0	0	169
07:00	2	330	31	0	13	2	0	0	0	0	0	0	0	378
08:00	2	424	30	1	15	3	0	0	4	0	0	0	0	479
09:00	1	296	25	0	8	2	0	0	0	0	0	0	0	332
10:00	1	256	28	0	8	2	2	1	1	0	0	0	0	299
11:00	4	282	47	0	6	2	0	1	1	0	0	0	0	343
12:00 PM	6	309	42	0	12	4	0	1	2	0	0	0	0	376
13:00	11	313	45	0	11	0	0	1	2	0	0	0	0	383
14:00	4	435	102	0	9	1	0	1	3	0	0	0	0	555
15:00	6	646	111	0	19	3	0	2	1	0	0	0	0	788
16:00	0	509	67	0	15	0	0	2	0	0	0	0	0	593
17:00	2	484	36	0	3	0	0	0	1	0	0	0	0	526
18:00	6	347	40	1	9	0	0	0	0	0	0	0	0	403
19:00	4	255	19	0	4	0	0	0	0	0	0	0	0	282
20:00	1	191	9	0	1	0	0	0	0	0	0	0	0	202
21:00	0	115	6	0	5	0	0	0	0	0	0	0	0	126
22:00	0	63	7	0	0	0	0	0	0	0	0	0	0	70
23:00	0	32	2	0	0	0	0	0	0	0	0	0	0	34
Totals	**51**	**5543**	**663**	**2**	**142**	**19**	**2**	**9**	**15**					**6446**
% of Totals	1%	86%	10%	0%	2%	0%	0%	0%	0%					100%
	11	1844	177	1	54	11	2	2	6	0	0	0	0	2108
% AM	0%	29%	3%	0%	1%	0%	0%	0%	0%					33%
AM Peak Hour	11:00	08:00	11:00	08:00	08:00	08:00	10:00	10:00	08:00					08:00
Volume	4	424	47	1	15	3	2	1	4					479
	40	3699	486	1	88	8	0	7	9	0	0	0	0	4338
% PM	1%	57%	8%	0%	1%	0%		0%	0%					67%
PM Peak Hour	13:00	15:00	15:00	18:00	15:00	12:00		15:00	14:00					15:00
Volume	11	646	111	1	19	4		2	3					788

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume		%	Volume		%	Volume		%	Volume		%
	857	⟷	13%	759	⟷	12%	1119	⟷	17%	3711	⟷	58%

Daily Classification Report

Prepared by: Southland Car Counters

Day: WEDNESDAY
Date: 9/24/08

Classification Report / Prepared by: National Data & Surveying Services
Location: Palos Verdes Dr South w_o Forrestal Dr

City: Rancho Palos Verdes
Project #: 08-5044-001w

West Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	30	4	0	0	0	0	0	0	0	0	0	0	34
01:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14
02:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
03:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5
04:00	0	23	5	0	0	0	0	0	0	0	0	0	0	28
05:00	0	137	40	4	4	0	0	1	0	0	0	0	0	186
06:00	1	391	73	2	13	1	0	4	2	0	0	0	0	487
07:00	5	482	58	2	14	1	0	3	1	0	0	0	0	566
08:00	1	638	66	0	9	1	0	3	1	0	0	0	0	719
09:00	2	278	35	1	7	1	0	1	2	0	0	0	0	327
10:00	8	240	35	1	6	3	0	0	3	0	0	0	0	296
11:00	2	248	41	1	10	4	0	0	0	0	0	0	0	306
12:00 PM	3	285	30	1	6	2	1	0	0	0	0	0	0	328
13:00	2	283	31	1	8	1	0	1	2	0	0	0	0	329
14:00	6	360	49	2	7	4	0	1	0	0	0	0	0	429
15:00	7	376	42	2	8	1	0	0	0	0	0	0	0	436
16:00	2	365	30	1	9	1	0	0	0	0	0	0	0	408
17:00	4	414	30	0	8	0	0	0	0	0	0	0	0	456
18:00	6	418	34	0	4	0	0	0	0	0	0	0	0	462
19:00	3	227	19	0	3	0	0	0	0	0	0	0	0	252
20:00	1	151	9	0	4	0	0	0	0	0	0	0	0	165
21:00	0	133	6	0	1	0	0	0	0	0	0	0	0	140
22:00	0	84	5	0	1	0	0	0	0	0	0	0	0	90
23:00	0	31	1	0	0	0	0	0	0	0	0	0	0	32
Totals	**53**	**5616**	**648**	**18**	**123**	**20**	**1**	**14**	**11**					**6504**
% of Totals	1%	86%	10%	0%	2%	0%	0%	0%	0%					100%
	19	2489	362	11	64	11	0	12	9	0	0	0	0	2977
% AM	0%	38%	6%	0%	1%	0%		0%	0%					46%
AM Peak Hour	10:00	08:00	06:00	05:00	07:00	11:00		06:00	10:00					08:00
Volume	8	638	73	4	14	4		4	3					719
	34	3127	286	7	59	9	1	2	2	0	0	0	0	3527
% PM	1%	48%	4%	0%	1%	0%	0%	0%	0%					54%
PM Peak Hour	15:00	18:00	14:00	14:00	16:00	14:00	12:00	13:00	13:00					18:00
Volume	7	418	49	2	9	4	1	1	2					462

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	1285 ⟷	20%	657 ⟷	10%	864 ⟷	13%	3698 ⟷	57%

Daily Classification Report

Prepared by: Southland Car Counters

Day: WEDNESDAY
Date: 9/24/08

Classification Report / Prepared by: National Data & Surveying Services
Location: Palos Verdes Dr South w_o Forrestal Dr

City: Rancho Palos Verdes
Project #: 08-5044-001

SUMMARY

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	38	5	0	0	0	0	0	0	0	0	0	0	43
01:00	0	27	1	0	0	0	0	0	0	0	0	0	0	28
02:00	0	17	4	0	1	0	0	0	0	0	0	0	0	22
03:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
04:00	0	33	6	0	0	0	0	0	0	0	0	0	0	39
05:00	0	191	45	4	4	0	0	1	0	0	0	0	0	245
06:00	2	548	81	2	16	1	0	4	2	0	0	0	0	656
07:00	7	812	89	2	27	3	0	3	1	0	0	0	0	944
08:00	3	1062	96	1	24	4	0	3	5	0	0	0	0	1198
09:00	3	574	60	1	15	3	0	1	2	0	0	0	0	659
10:00	9	496	63	1	14	5	2	1	4	0	0	0	0	595
11:00	6	530	88	1	16	6	0	1	1	0	0	0	0	649
12:00 PM	9	594	72	1	18	6	1	1	2	0	0	0	0	704
13:00	13	596	76	1	19	1	0	2	4	0	0	0	0	712
14:00	10	795	151	2	16	5	0	2	3	0	0	0	0	984
15:00	13	1022	153	2	27	4	0	2	1	0	0	0	0	1224
16:00	2	874	97	1	24	1	0	2	0	0	0	0	0	1001
17:00	6	898	66	0	11	0	0	0	1	0	0	0	0	982
18:00	12	765	74	1	13	0	0	0	0	0	0	0	0	865
19:00	7	482	38	0	7	0	0	0	0	0	0	0	0	534
20:00	2	342	18	0	5	0	0	0	0	0	0	0	0	367
21:00	0	248	12	0	6	0	0	0	0	0	0	0	0	266
22:00	0	147	12	0	1	0	0	0	0	0	0	0	0	160
23:00	0	63	3	0	0	0	0	0	0	0	0	0	0	66
Totals	**104**	**11159**	**1311**	**20**	**265**	**39**	**3**	**23**	**26**					**12950**
% of Totals	1%	86%	10%	0%	2%	0%	0%	0%	0%					100%
	30	4333	539	12	118	22	2	14	15	0	0	0	0	5085
% AM	0%	33%	4%	0%	1%	0%	0%	0%	0%					39%
AM Peak Hour	10:00	08:00	08:00	05:00	07:00	11:00	10:00	06:00	08:00					08:00
Volume	9	1062	96	4	27	6	2	4	5					1198
	74	6826	772	8	147	17	1	9	11	0	0	0	0	7865
% PM	1%	53%	6%	0%	1%	0%	0%	0%	0%					61%
PM Peak Hour	13:00	15:00	15:00	14:00	15:00	12:00	12:00	13:00	13:00					15:00
Volume	13	1022	153	2	27	6	1	2	4					1224

Peak Period Totals

	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	2142 ⟷	17%	1416 ⟷	11%	1983 ⟷	15%	7409 ⟷	57%

Daily Classification Report
Prepared by: Southland Car Counters

Day: WEDNESDAY
Date: 9/24/08

Classification Report / Prepared by: National Data & Surveying Services
Location: Palos Verdes Dr South bet. Narcissa Dr & Peppertree Dr

City: Rancho Palos Verdes
Project #: 08-5044-002e

East Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
01:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14
02:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
05:00	0	32	4	0	1	0	0	0	0	0	0	0	0	37
06:00	1	114	18	0	2	0	0	1	0	0	0	0	0	136
07:00	1	243	39	8	5	1	0	0	0	0	0	0	0	297
08:00	2	356	54	4	7	2	0	1	3	0	0	0	0	429
09:00	2	239	33	3	6	2	0	1	0	0	0	0	0	286
10:00	5	214	36	4	7	1	2	0	2	0	0	0	0	271
11:00	5	251	30	3	9	3	0	1	2	0	0	0	0	304
12:00 PM	7	298	37	2	8	3	0	0	3	0	0	0	0	358
13:00	9	286	36	3	10	0	0	2	1	0	0	0	0	347
14:00	4	469	49	1	21	2	1	3	2	0	0	0	0	552
15:00	7	671	63	4	23	3	0	8	1	0	0	0	0	780
16:00	1	469	66	1	14	1	0	3	0	0	0	0	0	555
17:00	7	444	57	0	8	0	0	2	1	0	0	0	0	519
18:00	2	344	41	1	7	0	0	0	0	0	0	0	0	395
19:00	3	240	31	0	4	0	0	1	0	0	0	0	0	279
20:00	1	180	21	0	2	0	0	0	0	0	0	0	0	204
21:00	0	114	13	4	1	0	0	0	0	0	0	0	0	132
22:00	0	61	7	0	1	0	0	0	0	0	0	0	0	69
23:00	0	29	4	0	0	0	0	0	0	0	0	0	0	33
Totals	**57**	**5091**	**643**	**38**	**136**	**18**	**3**	**23**	**15**					**6024**
% of Totals	1%	85%	11%	1%	2%	0%	0%	0%	0%					100%
	16	1486	218	22	37	9	2	4	7	0	0	0	0	1801
% AM	0%	25%	4%	0%	1%	0%	0%	0%	0%					30%
AM Peak Hour	10:00	08:00	08:00	07:00	11:00	11:00	10:00	06:00	08:00					08:00
Volume	5	356	54	8	9	3	2	1	3					429
	41	3605	425	16	99	9	1	19	8	0	0	0	0	4223
% PM	1%	60%	7%	0%	2%	0%	0%	0%	0%					70%
PM Peak Hour	13:00	15:00	16:00	15:00	15:00	12:00	14:00	15:00	12:00					15:00
Volume	9	671	66	4	23	3	1	8	3					780

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume		%	Volume		%	Volume		%	Volume		%
	726	⟷	12%	705	⟷	12%	1074	⟷	18%	3519	⟷	58%

Daily Classification Report

Prepared by: Southland Car Counters

Day: WEDNESDAY
Date: 9/24/08

Classification Report / Prepared by: National Data & Surveying Services
Location: Palos Verdes Dr South bet. Narcissa Dr & Peppertree Dr

City: Rancho Palos Verdes
Project #: 08-5044-002w

West Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	27	2	0	0	0	0	0	0	0	0	0	0	29
01:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	21	7	0	0	0	0	0	0	0	0	0	0	28
05:00	0	119	43	1	5	0	0	0	0	0	0	0	0	168
06:00	3	395	90	3	11	1	0	3	2	0	0	0	0	508
07:00	3	490	46	2	15	1	0	6	1	0	0	0	0	564
08:00	2	645	59	0	11	1	0	2	1	0	0	0	0	721
09:00	1	268	32	2	3	0	0	1	3	0	0	0	0	310
10:00	9	215	37	0	8	3	0	0	3	0	0	0	0	275
11:00	0	231	30	2	11	4	0	1	0	0	0	0	0	279
12:00 PM	4	281	26	0	7	2	1	1	0	0	0	0	0	322
13:00	1	249	31	2	5	1	0	0	3	0	0	0	0	292
14:00	5	338	37	3	6	3	0	1	0	0	0	0	0	393
15:00	9	316	28	4	7	2	0	0	0	0	0	0	0	366
16:00	2	330	28	1	11	1	0	0	0	0	0	0	0	373
17:00	3	350	20	0	5	0	0	1	0	0	0	0	0	379
18:00	7	393	22	0	3	0	0	1	0	0	0	0	0	426
19:00	3	192	11	0	0	0	0	0	0	0	0	0	0	206
20:00	1	117	9	0	0	0	0	0	0	0	0	0	0	127
21:00	0	113	2	0	0	0	0	0	0	0	0	0	0	115
22:00	1	68	3	0	1	0	0	0	0	0	0	0	0	73
23:00	0	25	1	0	0	0	0	0	0	0	0	0	0	26
Totals	**54**	**5201**	**565**	**20**	**109**	**19**	**1**	**17**	**13**					**5999**
% of Totals	1%	87%	9%	0%	2%	0%	0%	0%	0%					100%
	18	2429	347	10	64	10	0	13	10	0	0	0	0	2901
% AM	0%	40%	6%	0%	1%	0%		0%	0%					48%
AM Peak Hour	10:00	08:00	06:00	06:00	07:00	11:00		07:00	09:00					08:00
Volume	9	645	90	3	15	4		6	3					721
	36	2772	218	10	45	9	1	4	3	0	0	0	0	3098
% PM	1%	46%	4%	0%	1%	0%	0%	0%	0%					52%
PM Peak Hour	15:00	18:00	14:00	15:00	16:00	14:00	12:00	12:00	13:00					18:00
Volume	9	393	37	4	11	3	1	1	3					426

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume		%	Volume		%	Volume		%	Volume		%
	1285	↔	21%	614	↔	10%	752	↔	13%	3348	↔	56%

Daily Classification Report

Prepared by: Southland Car Counters

Day: WEDNESDAY
Date: 9/24/08

Classification Report / Prepared by: National Data & Surveying Services
Location: Palos Verdes Dr South bet. Narcissa Dr & Peppertree Dr

City: Rancho Palos Verdes
Project #: 08-5044-002

SUMMARY

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	30	3	0	0	0	0	0	0	0	0	0	0	33
01:00	0	25	2	0	0	0	0	0	0	0	0	0	0	27
02:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	28	8	0	0	0	0	0	0	0	0	0	0	36
05:00	0	151	47	1	6	0	0	0	0	0	0	0	0	205
06:00	4	509	108	3	13	1	0	4	2	0	0	0	0	644
07:00	4	733	85	10	20	2	0	6	1	0	0	0	0	861
08:00	4	1001	113	4	18	3	0	3	4	0	0	0	0	1150
09:00	3	507	65	5	9	2	0	2	3	0	0	0	0	596
10:00	14	429	73	4	15	4	2	0	5	0	0	0	0	546
11:00	5	482	60	5	20	7	0	2	2	0	0	0	0	583
12:00 PM	11	579	63	2	15	5	1	1	3	0	0	0	0	680
13:00	10	535	67	5	15	1	0	2	4	0	0	0	0	639
14:00	9	807	86	4	27	5	1	4	2	0	0	0	0	945
15:00	16	987	91	8	30	5	0	8	1	0	0	0	0	1146
16:00	3	799	94	2	25	2	0	3	0	0	0	0	0	928
17:00	10	794	77	0	13	0	0	3	1	0	0	0	0	898
18:00	9	737	63	1	10	0	0	1	0	0	0	0	0	821
19:00	6	432	42	0	4	0	0	1	0	0	0	0	0	485
20:00	2	297	30	0	2	0	0	0	0	0	0	0	0	331
21:00	0	227	15	4	1	0	0	0	0	0	0	0	0	247
22:00	1	129	10	0	2	0	0	0	0	0	0	0	0	142
23:00	0	54	5	0	0	0	0	0	0	0	0	0	0	59
Totals	**111**	**10292**	**1208**	**58**	**245**	**37**	**4**	**40**	**28**					**12023**
% of Totals	1%	86%	10%	0%	2%	0%	0%	0%	0%					100%
	34	3915	565	32	101	19	2	17	17	0	0	0	0	4702
% AM	0%	33%	5%	0%	1%	0%	0%	0%	0%					39%
AM Peak Hour	10:00	08:00	08:00	07:00	07:00	11:00	10:00	07:00	10:00					08:00
Volume	14	1001	113	10	20	7	2	6	5					1150
	77	6377	643	26	144	18	2	23	11	0	0	0	0	7321
% PM	1%	53%	5%	0%	1%	0%	0%	0%	0%					61%
PM Peak Hour	15:00	15:00	16:00	15:00	15:00	12:00	12:00	15:00	13:00					15:00
Volume	16	987	94	8	30	5	1	8	4					1146

Peak Period Totals

	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	2011 ⟷	17%	1319 ⟷	11%	1826 ⟷	15%	6867 ⟷	57%

Daily Classification Report
Prepared by: Southland Car Counters

Day: WEDNESDAY
Date: 9/24/08

Classification Report / Prepared by: National Data & Surveying Services
Location: Palos Verdes Dr South bet. Hawthorne Blvd & Seacove Dr

City: Rancho Palos Verdes
Project #: 08-5044-003e

East Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
01:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
02:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	36	5	0	1	1	0	1	0	0	0	0	0	44
06:00	1	136	17	1	5	1	0	0	0	0	0	0	0	161
07:00	1	259	31	2	6	1	0	0	2	0	0	0	0	302
08:00	3	415	57	2	10	2	0	2	1	0	0	0	0	492
09:00	2	263	38	1	7	3	0	0	1	0	0	0	0	315
10:00	5	230	31	1	7	0	0	0	1	0	0	0	0	275
11:00	2	283	36	1	8	1	0	1	0	0	0	0	0	332
12:00 PM	6	320	41	1	9	0	0	2	0	0	0	0	0	379
13:00	7	304	41	1	8	0	0	3	0	0	0	0	0	364
14:00	4	355	41	1	10	1	0	1	0	0	0	0	0	413
15:00	6	612	77	1	16	1	0	5	0	0	0	0	0	718
16:00	4	472	62	1	11	1	0	1	0	0	0	0	0	552
17:00	9	530	67	1	10	1	0	2	0	0	0	0	0	620
18:00	6	445	58	1	8	1	0	1	0	0	0	0	0	520
19:00	3	352	45	1	6	0	0	1	0	0	0	0	0	408
20:00	1	224	27	1	3	0	0	0	0	0	0	0	0	256
21:00	1	150	20	0	2	0	0	0	0	0	0	0	0	173
22:00	0	71	8	0	1	0	0	0	0	0	0	0	0	80
23:00	0	36	6	0	0	0	0	0	0	0	0	0	0	42
Totals	**61**	**5528**	**715**	**17**	**128**	**14**		**20**	**5**					**6488**
% of Totals	1%	85%	11%	0%	2%	0%		0%	0%					100%
	14	1657	222	8	44	9	0	4	5	0	0	0	0	1963
% AM	0%	26%	3%	0%	1%	0%		0%	0%					30%
AM Peak Hour	10:00	08:00	08:00	07:00	08:00	09:00		08:00	07:00					08:00
Volume	5	415	57	2	10	3		2	2					492
	47	3871	493	9	84	5	0	16	0	0	0	0	0	4525
% PM	1%	60%	8%	0%	1%	0%		0%						70%
PM Peak Hour	17:00	15:00	15:00	12:00	15:00	14:00		15:00						15:00
Volume	9	612	77	1	16	1		5						718

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	794 ⟷	12%	743 ⟷	11%	1172 ⟷	18%	3779 ⟷	58%

Daily Classification Report

Prepared by: Southland Car Counters

Day: WEDNESDAY
Date: 9/24/08

Classification Report / Prepared by: National Data & Surveying Services
Location: Palos Verdes Dr South bet. Hawthorne Blvd & Seacove Dr

City: Rancho Palos Verdes
Project #: 08-5044-003w

West Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	21	2	0	0	0	0	0	0	0	0	0	0	23
01:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	24	2	0	1	0	0	0	0	0	0	0	0	27
05:00	0	38	4	0	1	0	0	0	0	0	0	0	0	43
06:00	1	267	23	0	5	0	0	0	0	0	0	0	0	296
07:00	4	554	52	0	10	0	0	2	0	0	0	0	0	622
08:00	4	766	77	1	13	0	0	2	0	0	0	0	0	863
09:00	3	364	37	0	7	0	0	1	0	0	0	0	0	412
10:00	4	298	30	0	7	0	0	1	1	0	0	0	0	341
11:00	2	299	32	0	6	0	0	1	0	0	0	0	0	340
12:00 PM	2	356	38	0	8	0	0	1	0	0	0	0	0	405
13:00	2	317	37	0	7	0	0	1	0	0	0	0	0	364
14:00	5	418	47	0	7	0	0	1	0	0	0	0	0	478
15:00	4	399	41	1	9	1	0	2	0	0	0	0	0	457
16:00	3	367	38	1	8	0	0	1	0	0	0	0	0	418
17:00	2	390	36	0	8	0	0	2	0	0	0	0	0	438
18:00	3	421	42	0	8	0	0	1	0	0	0	0	0	475
19:00	1	173	17	0	3	0	0	0	0	0	0	0	0	194
20:00	2	144	14	0	2	0	0	0	0	0	0	0	0	162
21:00	1	114	12	0	2	0	0	0	0	0	0	0	0	129
22:00	0	57	5	0	1	0	0	0	0	0	0	0	0	63
23:00	0	25	3	0	0	0	0	0	0	0	0	0	0	28
Totals	**43**	**5827**	**590**	**3**	**113**	**1**		**16**	**1**					**6594**
% of Totals	1%	88%	9%	0%	2%	0%		0%	0%					100%
	18	2646	260	1	50	0	0	7	1	0	0	0	0	2983
% AM	0%	40%	4%	0%	1%			0%	0%					45%
AM Peak Hour	07:00	08:00	08:00	08:00	08:00			07:00	10:00					08:00
Volume	4	766	77	1	13			2	1					863
	25	3181	330	2	63	1	0	9	0	0	0	0	0	3611
% PM	0%	48%	5%	0%	1%	0%		0%						55%
PM Peak Hour	14:00	18:00	14:00	15:00	15:00	15:00		15:00						14:00
Volume	5	421	47	1	9	1		2						478

	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
Directional Peak Periods								
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	1485 ⟷	23%	769 ⟷	12%	856 ⟷	13%	3484 ⟷	53%

Daily Classification Report

Prepared by: Southland Car Counters

Day: WEDNESDAY
Date: 9/24/08

Classification Report / Prepared by: National Data & Surveying Services
Location: Palos Verdes Dr South bet. Hawthorne Blvd & Seacove Dr

City: Rancho Palos Verdes
Project #: 08-5044-003

SUMMARY

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	29	4	0	0	0	0	0	0	0	0	0	0	33
01:00	0	23	3	0	0	0	0	0	0	0	0	0	0	26
02:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
03:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
04:00	0	28	2	0	1	0	0	0	0	0	0	0	0	31
05:00	0	74	9	0	2	1	0	1	0	0	0	0	0	87
06:00	2	403	40	1	10	1	0	0	0	0	0	0	0	457
07:00	5	813	83	2	16	1	0	2	2	0	0	0	0	924
08:00	7	1181	134	3	23	2	0	4	1	0	0	0	0	1355
09:00	5	627	75	1	14	3	0	1	1	0	0	0	0	727
10:00	9	528	61	1	14	0	0	1	2	0	0	0	0	616
11:00	4	582	68	1	14	1	0	2	0	0	0	0	0	672
12:00 PM	8	676	79	1	17	0	0	3	0	0	0	0	0	784
13:00	9	621	78	1	15	0	0	4	0	0	0	0	0	728
14:00	9	773	88	1	17	1	0	2	0	0	0	0	0	891
15:00	10	1011	118	2	25	2	0	7	0	0	0	0	0	1175
16:00	7	839	100	2	19	1	0	2	0	0	0	0	0	970
17:00	11	920	103	1	18	1	0	4	0	0	0	0	0	1058
18:00	9	866	100	1	16	1	0	2	0	0	0	0	0	995
19:00	4	525	62	1	9	0	0	1	0	0	0	0	0	602
20:00	3	368	41	1	5	0	0	0	0	0	0	0	0	418
21:00	2	264	32	0	4	0	0	0	0	0	0	0	0	302
22:00	0	128	13	0	2	0	0	0	0	0	0	0	0	143
23:00	0	61	9	0	0	0	0	0	0	0	0	0	0	70
Totals	**104**	**11355**	**1305**	**20**	**241**	**15**		**36**	**6**					**13082**
% of Totals	1%	87%	10%	0%	2%	0%		0%	0%					100%
	32	4303	482	9	94	9	0	11	6	0	0	0	0	4946
% AM	0%	33%	4%	0%	1%	0%		0%	0%					38%
AM Peak Hour	10:00	08:00	08:00	08:00	08:00	09:00		08:00	07:00					08:00
Volume	9	1181	134	3	23	3		4	2					1355
	72	7052	823	11	147	6	0	25	0	0	0	0	0	8136
% PM	1%	54%	6%	0%	1%	0%		0%						62%
PM Peak Hour	17:00	15:00	15:00	15:00	15:00	15:00		15:00						15:00
Volume	11	1011	118	2	25	2		7						1175

Peak Period Totals

	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume		%	Volume		%	Volume		%	Volume		%
	2279	↔	17%	1512	↔	12%	2028	↔	16%	7263	↔	56%

Daily Classification Report
Prepared by: Southland Car Counters

Day: WEDNESDAY
Date: 9/24/08

Classification Report / Prepared by: National Data & Surveying Services
Location: Silver Spur Rd bet. City Limit & Rolling Hills Estates

City: Rancho Palos Verdes
Project #: 08-5044-004n

North Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	4	1	0	1	0	0	1	0	0	0	0	0	7
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
05:00	0	32	4	0	4	0	0	0	0	0	0	0	0	40
06:00	2	133	18	0	5	0	0	0	0	0	0	0	0	158
07:00	0	298	48	0	17	1	0	0	0	0	0	0	0	364
08:00	0	254	38	0	17	0	0	1	0	0	0	0	0	310
09:00	0	158	28	0	23	0	0	0	0	0	0	0	0	209
10:00	1	160	29	1	18	0	0	5	0	0	0	0	0	214
11:00	1	184	26	0	24	0	0	1	0	0	0	0	0	236
12:00 PM	1	245	37	1	18	0	0	0	0	0	0	0	0	302
13:00	1	265	34	0	14	1	0	2	0	0	0	0	0	317
14:00	0	306	45	0	14	0	0	0	0	0	0	0	0	365
15:00	1	329	47	2	18	1	0	2	0	0	0	0	0	400
16:00	2	286	43	0	16	0	0	1	0	0	0	0	0	348
17:00	2	316	41	0	15	0	0	3	0	0	0	0	0	377
18:00	1	298	36	1	8	0	0	2	0	0	0	0	0	346
19:00	1	206	27	0	10	0	0	0	0	0	0	0	0	244
20:00	1	155	19	0	5	0	0	0	0	0	0	0	0	180
21:00	0	89	9	0	3	0	0	0	0	0	0	0	0	101
22:00	0	28	5	0	0	0	0	0	0	0	0	0	0	33
23:00	0	19	3	0	0	0	0	0	0	0	0	0	0	22
Totals	**14**	**3789**	**538**	**5**	**230**	**3**		**18**						**4597**
% of Totals	0%	82%	12%	0%	5%	0%		0%						100%
	4	1247	192	1	109	1	0	8	0	0	0	0	0	1562
% AM	0%	27%	4%	0%	2%	0%		0%						34%
AM Peak Hour	06:00	07:00	07:00	10:00	11:00	07:00		10:00						07:00
Volume	2	298	48	1	24	1		5						364
	10	2542	346	4	121	2	0	10	0	0	0	0	0	3035
% PM	0%	55%	8%	0%	3%	0%		0%						66%
PM Peak Hour	16:00	15:00	15:00	15:00	12:00	13:00		17:00						15:00
Volume	2	329	47	2	18	1		3						400

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume		%	Volume		%	Volume		%	Volume		%
	674	⟷	15%	619	⟷	13%	725	⟷	16%	2579	⟷	56%

Daily Classification Report

Prepared by: Southland Car Counters

Day: WEDNESDAY
Date: 9/24/08

Classification Report / Prepared by: National Data & Surveying Services
Location: Silver Spur Rd bet. City Limit & Rolling Hills Estates

City: Rancho Palos Verdes
Project #: 08-5044-004s

South Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
05:00	0	17	3	0	0	0	0	1	0	0	0	0	0	21
06:00	0	149	21	0	6	0	0	0	0	0	0	0	0	176
07:00	0	306	34	0	12	0	0	1	0	0	0	0	0	353
08:00	0	272	27	1	10	0	0	1	0	0	0	0	0	311
09:00	0	237	30	0	9	0	0	2	0	0	0	0	0	278
10:00	0	185	21	0	6	0	0	2	0	0	0	0	0	214
11:00	0	185	27	0	7	0	0	1	0	0	0	0	0	220
12:00 PM	0	237	29	0	8	0	0	1	0	0	0	0	0	275
13:00	0	214	24	1	8	0	0	2	0	0	0	0	0	249
14:00	0	284	32	0	11	0	0	1	0	0	0	0	0	328
15:00	0	355	36	0	13	0	0	1	0	0	0	0	0	405
16:00	1	327	30	0	13	0	0	2	0	0	0	0	0	373
17:00	0	306	32	0	13	0	0	1	0	0	0	0	0	352
18:00	0	282	30	0	7	0	0	1	0	0	0	0	0	320
19:00	0	218	26	0	7	0	0	1	0	0	0	0	0	252
20:00	1	121	10	0	3	0	0	0	0	0	0	0	0	135
21:00	0	107	8	0	3	0	0	0	0	0	0	0	0	118
22:00	0	42	4	0	2	0	0	0	0	0	0	0	0	48
23:00	0	25	4	0	1	0	0	0	0	0	0	0	0	30
Totals	**2**	**3890**	**431**	**2**	**139**			**18**						**4482**
% of Totals	0%	87%	10%	0%	3%			0%						100%
	0	1372	166	1	50	0	0	8	0	0	0	0	0	1597
% AM		31%	4%	0%	1%			0%						36%
AM Peak Hour		07:00	07:00	08:00	07:00			09:00						07:00
Volume		306	34	1	12			2						353
	2	2518	265	1	89	0	0	10	0	0	0	0	0	2885
% PM	0%	56%	6%	0%	2%			0%						64%
PM Peak Hour	16:00	15:00	15:00	13:00	15:00			13:00						15:00
Volume	1	355	36	1	13			2						405

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume		%	Volume		%	Volume		%	Volume		%
	664	⟷	15%	524	⟷	12%	725	⟷	16%	2569	⟷	57%

Daily Classification Report

Prepared by: Southland Car Counters

Day: WEDNESDAY
Date: 9/24/08

Classification Report / Prepared by: National Data & Surveying Services
Location: Silver Spur Rd bet. City Limit & Rolling Hills Estates

City: Rancho Palos Verdes
Project #: 08-5044-004

SUMMARY

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	13	2	0	1	0	0	1	0	0	0	0	0	17
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	18	2	0	0	0	0	0	0	0	0	0	0	20
05:00	0	49	7	0	4	0	0	1	0	0	0	0	0	61
06:00	2	282	39	0	11	0	0	0	0	0	0	0	0	334
07:00	0	604	82	0	29	1	0	1	0	0	0	0	0	717
08:00	0	526	65	1	27	0	0	2	0	0	0	0	0	621
09:00	0	395	58	0	32	0	0	2	0	0	0	0	0	487
10:00	1	345	50	1	24	0	0	7	0	0	0	0	0	428
11:00	1	369	53	0	31	0	0	2	0	0	0	0	0	456
12:00 PM	1	482	66	1	26	0	0	1	0	0	0	0	0	577
13:00	1	479	58	1	22	1	0	4	0	0	0	0	0	566
14:00	0	590	77	0	25	0	0	1	0	0	0	0	0	693
15:00	1	684	83	2	31	1	0	3	0	0	0	0	0	805
16:00	3	613	73	0	29	0	0	3	0	0	0	0	0	721
17:00	2	622	73	0	28	0	0	4	0	0	0	0	0	729
18:00	1	580	66	1	15	0	0	3	0	0	0	0	0	666
19:00	1	424	53	0	17	0	0	1	0	0	0	0	0	496
20:00	2	276	29	0	8	0	0	0	0	0	0	0	0	315
21:00	0	196	17	0	6	0	0	0	0	0	0	0	0	219
22:00	0	70	9	0	2	0	0	0	0	0	0	0	0	81
23:00	0	44	7	0	1	0	0	0	0	0	0	0	0	52
Totals	**16**	**7679**	**969**	**7**	**369**	**3**		**36**						**9079**
% of Totals	0%	85%	11%	0%	4%	0%		0%						100%
	4	2619	358	2	159	1	0	16	0	0	0	0	0	3159
% AM	0%	29%	4%	0%	2%	0%		0%						35%
AM Peak Hour	06:00	07:00	07:00	08:00	09:00	07:00		10:00						07:00
Volume	2	604	82	1	32	1		7						717
	12	5060	611	5	210	2	0	20	0	0	0	0	0	5920
% PM	0%	56%	7%	0%	2%	0%		0%						65%
PM Peak Hour	16:00	15:00	15:00	15:00	15:00	13:00		13:00						15:00
Volume	3	684	83	2	31	1		4						805

Peak Period Totals

	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume		%	Volume		%	Volume		%	Volume		%
	1338	⟷	15%	1143	⟷	13%	1450	⟷	16%	5148	⟷	57%

TABLE D-1

STUDY INTERSECTION TRAFFIC COUNT DATA SOURCES

STUDY INTERSECTION			TRAFFIC COUNT SOURCE				
			LSA	LLG	LLG	WE	RBF
	N/S	E/W		ANB	SR APT		
1	PVDW	Hawthorne Blvd - Via Vicente	N	**Y**			
2	PVDW-PVDS	Lower Pt. Vicente Park Entrance		**Y**			
3	Via Rivera	Hawthorne Blvd		**Y**			
4	Hawthorne	Eddinghill Dr-Seamount Dr	**Y**				
5	Hawthorne	Crest Rd	N	**Y**			
6	Hawthorne	Dupre Dr	N	**Y**			
7	Hawthorne	Vallon Dr	N	**Y**			
8	Crestmont-Terranea	PVDS		**Y**			
9	Granvia Altamira-Ridgegate	Hawthorne Blvd	**Y**				
10	Grayslake-Highridge	Hawthorne Blvd	**Y**				
11	Highridge	Crest Rd	**Y**	N			
12	Silver Spur	Basswood Ave	**Y**				
13	Hawthorne	Blackhorse Rd	**Y**				
14	Crenshaw	Indian Peak Rd			**Y**		
15	Crenshaw	Crestridge	**Y**		N		
16	Crenshaw	Crest Rd		**Y**	N	N	
17	Forrestal-Ocean Trails	PVDS		**Y**			
18	PVDE	Miraleste Dr				N	**Y**
19	PVDE	Crest-Marymount College Dwy	N				**Y**
20	PVDE	PVDS		**Y**			N
21	Miraleste	1st St					**Y**
22	Western	Toscanini Dr	N				**Y**

PVDW = Palos Verdes Drive West, PVDS = Palos Verdes Drive South, PVDE = Palos Verdes Drive East
N/S = North/South oriented street(s); E/W = East/West oriented street(s)

LSA = LSA's *Rancho Palos Verdes General Plan Update Traffic Impact Analysis* , October 21, 2009

LLG ANB = Lincsott, Law & Greenspan's *The Annenberg Project at Lower Pt. Vicente, Revised Draft Traffic Impact Study* , May 4, 2010

LLG Sr. Apts = Linscott, Law & Greenspan's *Senior Apartment Project Traffic Impact Analysis* , December 15, 2008

WE = Willdan Engineering's Crenshaw/Crest Traffic Study or Hawthorne/Hesse Park Traffic Study,

RBF = RBF's *Marymount College (MMC) Facilities Expansion Project Traffic Impact Analysis,* September 28, 2007

Y = Yes, Used counts from this source; N = No, Did not use counts from this source

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Palos Verdes Dr West
DATE: 04/30/2009
LOCATION: City of Rancho Palos Verdes

E-W STREET: Hawthorne Blvd-Via Vicente
DAY: THURSDAY
PROJECT# 09-5164-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	0	1	0	1.5	0.5	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	1	58	52	51	71	0	4	8	1	61	0	48	355
4:15 PM	3	66	44	44	79	0	0	1	4	59	3	58	361
4:30 PM	5	61	50	41	71	1	3	8	1	61	1	42	345
4:45 PM	2	64	51	50	72	0	1	13	2	80	6	38	379
5:00 PM	1	81	52	55	87	4	1	7	2	70	11	45	416
5:15 PM	3	61	62	51	65	2	1	5	3	53	9	46	361
5:30 PM	1	69	50	61	98	0	2	8	0	88	11	42	430
5:45 PM	4	52	59	39	74	2	0	6	2	60	6	38	342
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	20	512	420	392	617	9	12	56	15	532	47	357	2989

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	7	275	215	217	322	6	5	33	7	291	37	171	1586
PEAK HR. FACTOR:		0.927			0.857			0.703			0.885		0.922

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Point Vicente Interpretive Center

DATE: 04/30/2009

LOCATION: City of Rancho Palos Verdes

E-W STREET: Animal Education Ctr Entrance

DAY: THURSDAY

PROJECT# 09-5164-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	1	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM				2		0		0			0		2
7:15 AM				0		2		1			3		6
7:30 AM				0		0		0			1		1
7:45 AM				0		3		1			0		4
8:00 AM				1		2		2			0		5
8:15 AM				1		3		0			0		4
8:30 AM				1		0		2			1		4
8:45 AM				0		3		4			1		8
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	0	0	5	0	13	0	10	0	0	6	0	34

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	0	0	0	3	0	8	0	8	0	0	2	0	21
PEAK HR. FACTOR:		0.000			0.688			0.500			0.500		0.656

CONTROL: 2-way stop (N/S)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: PVIC-Animal Education Ctr Exit

DATE: 4/30/2009

LOCATION: City of Rancho Palos Verdes

E-W STREET: Palos Verdes Dr South

DAY: THURSDAY

PROJECT# 09-5164-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0		1					41		0	103		145
7:15 AM	0		3					44		2	195		244
7:30 AM	0		1					89		1	255		346
7:45 AM	2		1					140		0	203		346
8:00 AM	0		1					120		2	177		300
8:15 AM	1		1					127		0	167		296
8:30 AM	1		2					99		1	125		228
8:45 AM	7		0					93		2	128		230
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	11	0	10	0	0	0	0	753	0	8	1353	0	2135

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	3	0	4	0	0	0	0	476	0	3	802	0	1288
PEAK HR. FACTOR:		0.583			0.000			0.850			0.786		0.931

CONTROL: 1-Way Stop (EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: PVIC-Animal Education Ctr Exit

DATE: 4/30/2009

LOCATION: City of Rancho Palos Verdes

E-W STREET: Palos Verdes Dr South

DAY: THURSDAY

PROJECT# 09-5164-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	5		1					148		1	113		268
4:15 PM	1		6					138		1	115		261
4:30 PM	3		3					139		0	115		260
4:45 PM	3		6					143		4	107		263
5:00 PM	2		3					159		0	118		282
5:15 PM	5		2					130		3	120		260
5:30 PM	3		2					163		1	125		294
5:45 PM	6		3					131		0	123		263
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	28	0	26	0	0	0	0	1151	0	10	936	0	2151

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	16	0	10	0	0	0	0	583	0	4	486	0	1099
PEAK HR. FACTOR:		0.722			0.000			0.894			0.972		0.935

CONTROL: 1-Way Stop (EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Via Rivera

DATE: 04/30/2009

LOCATION: City of Rancho Palos Verdes

E-W STREET: Hawthorne Blvd

DAY: THURSDAY

PROJECT# 09-5164-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	1	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0			17		5	2	55		0	49	2	130
7:15 AM	0			21		2	4	103		0	73	12	215
7:30 AM	0			18		1	1	141		0	134	12	307
7:45 AM	0			11		5	5	179		0	154	13	367
8:00 AM	0			19		7	12	168		0	127	25	358
8:15 AM	0			27		19	27	177		0	96	78	424
8:30 AM	1			50		28	16	152		1	103	46	397
8:45 AM	0			32		7	7	136		0	120	8	310
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES =	1	0	0	195	0	74	74	1111	0	1	856	196	2508

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	①	0	0	107	0	59	60	676	0	1	480	162	1546
PEAK HR. FACTOR:	0.250			0.532			0.902			0.924			0.912

CONTROL: 1-Way Stop (WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Via Rivera

DATE: 04/30/2009

LOCATION: City of Rancho Palos Verdes

E-W STREET: Hawthorne Blvd

DAY: THURSDAY

PROJECT# 09-5164-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	1	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM				12		3	3	116		7	117	12	270
4:15 PM				11		5	4	116		2	123	21	282
4:30 PM				16		4	3	101		4	107	16	251
4:45 PM				10		3	6	112		8	120	19	278
5:00 PM				17		2	11	106		7	120	16	279
5:15 PM				15		1	6	127		4	114	20	287
5:30 PM				15		8	7	113		6	126	14	289
5:45 PM				5		3	8	107		3	115	19	260
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	0	0	101	0	29	48	898	0	41	942	137	2196

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	0	0	0	57	0	14	30	458	0	25	480	69	1133
PEAK HR. FACTOR:		0.000			0.772			0.917			0.976		0.980

CONTROL: 1-Way Stop (WB)

Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

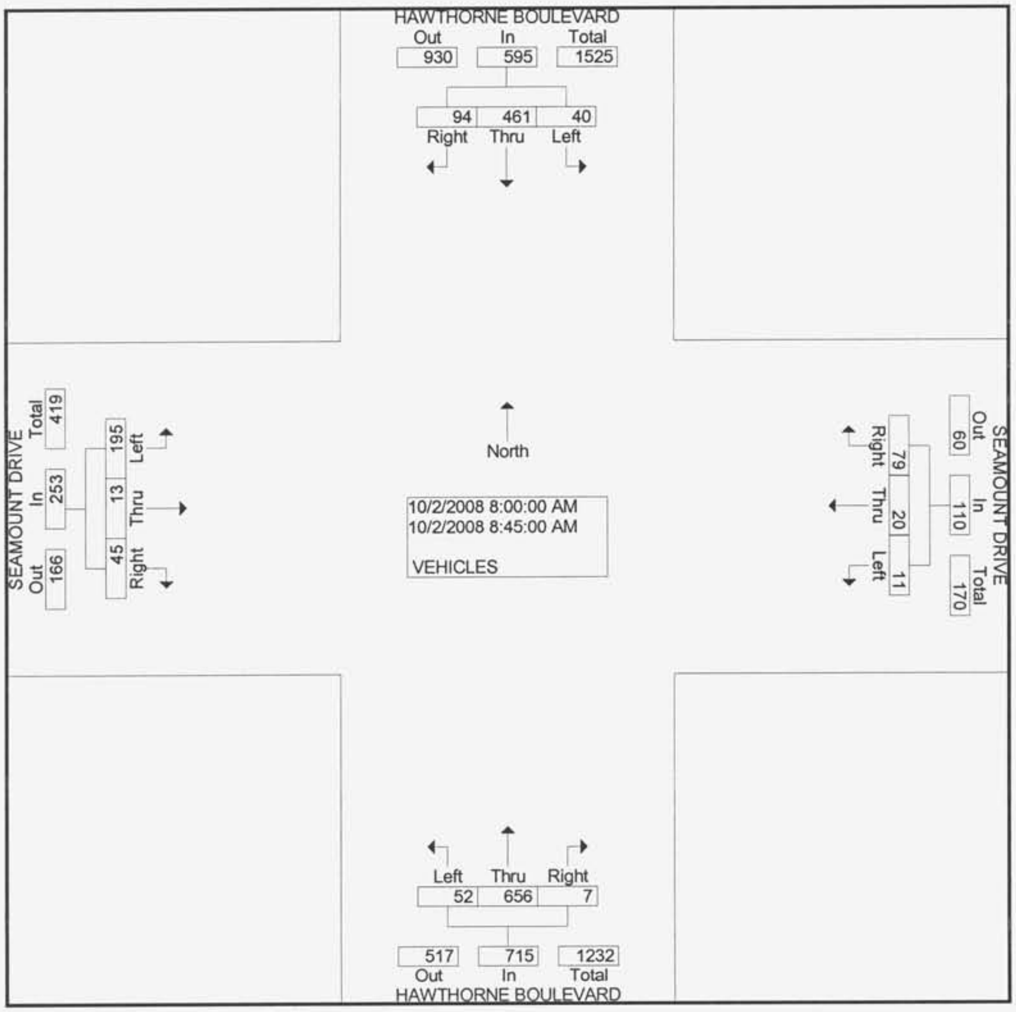
City: RANCHO PALOS VERDES
N-S Direction: HAWTHORNE BOULEVARD
E-W Direction: SEAMOUNT DRIVE

File Name : H0810020
Site Code : 00000000
Start Date : 10/2/2008
Page No : 1

Groups Printed- VEHICLES

	HAWTHORNE BOULEVARD Southbound				SEAMOUNT DRIVE Westbound				HAWTHORNE BOULEVARD Northbound				SEAMOUNT DRIVE Eastbound						
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0			
07:00 AM	9	81	8	0	14	1	0	2	0	97	1	1	1	3	23	2	5	238	243
07:15 AM	11	67	3	0	15	2	4	3	4	104	4	4	2	6	33	1	8	255	263
07:30 AM	11	83	1	0	16	5	2	0	0	143	8	0	21	10	40	7	7	340	347
07:45 AM	20	126	7	0	18	1	5	2	1	197	13	0	9	3	49	0	2	449	451
Total	51	357	19	0	63	9	11	7	5	541	26	5	33	22	145	10	22	1282	1304
08:00 AM	20	123	6	0	11	3	0	0	3	141	2	1	7	0	40	1	2	356	358
08:15 AM	15	120	11	0	32	2	6	1	0	195	12	0	7	1	33	0	1	434	435
08:30 AM	35	115	11	0	19	8	2	0	3	151	23	3	15	6	42	2	5	430	435
08:45 AM	24	103	12	0	17	7	3	0	1	169	15	3	16	6	80	1	4	453	457
Total	94	461	40	0	79	20	11	1	7	656	52	7	45	13	195	4	12	1673	1685
*** BREAK ***																			
04:00 PM	33	159	11	1	6	2	8	0	3	110	12	0	8	0	32	0	1	384	385
04:15 PM	34	151	9	0	14	4	2	0	2	121	5	0	8	6	36	0	0	392	392
04:30 PM	23	168	9	0	7	5	1	0	1	143	11	0	9	2	26	0	0	405	405
04:45 PM	21	160	21	0	10	7	1	0	3	138	10	0	8	1	21	1	1	401	402
Total	111	638	50	1	37	18	12	0	9	512	38	0	33	9	115	1	2	1582	1584
05:00 PM	50	175	10	0	3	4	0	0	0	114	10	0	9	4	38	0	0	417	417
05:15 PM	42	169	18	0	6	3	4	1	2	121	4	0	11	2	25	0	1	407	408
05:30 PM	39	182	15	0	11	4	0	0	1	132	7	1	10	1	17	2	3	419	422
05:45 PM	37	189	12	2	4	2	2	1	4	124	10	0	8	1	33	0	3	426	429
Total	168	715	55	2	24	13	6	2	7	491	31	1	38	8	113	2	7	1669	1676
Grand Total	424	2171	164	3	203	60	40	10	28	2200	147	13	149	52	568	17	43	6206	6249
Apprch %	15.4	78.7	5.9		67.0	19.8	13.2		1.2	92.6	6.2		19.4	6.8	73.9				
Total %	6.8	35.0	2.6		3.3	1.0	0.6		0.5	35.4	2.4		2.4	0.8	9.2		0.7	99.3	

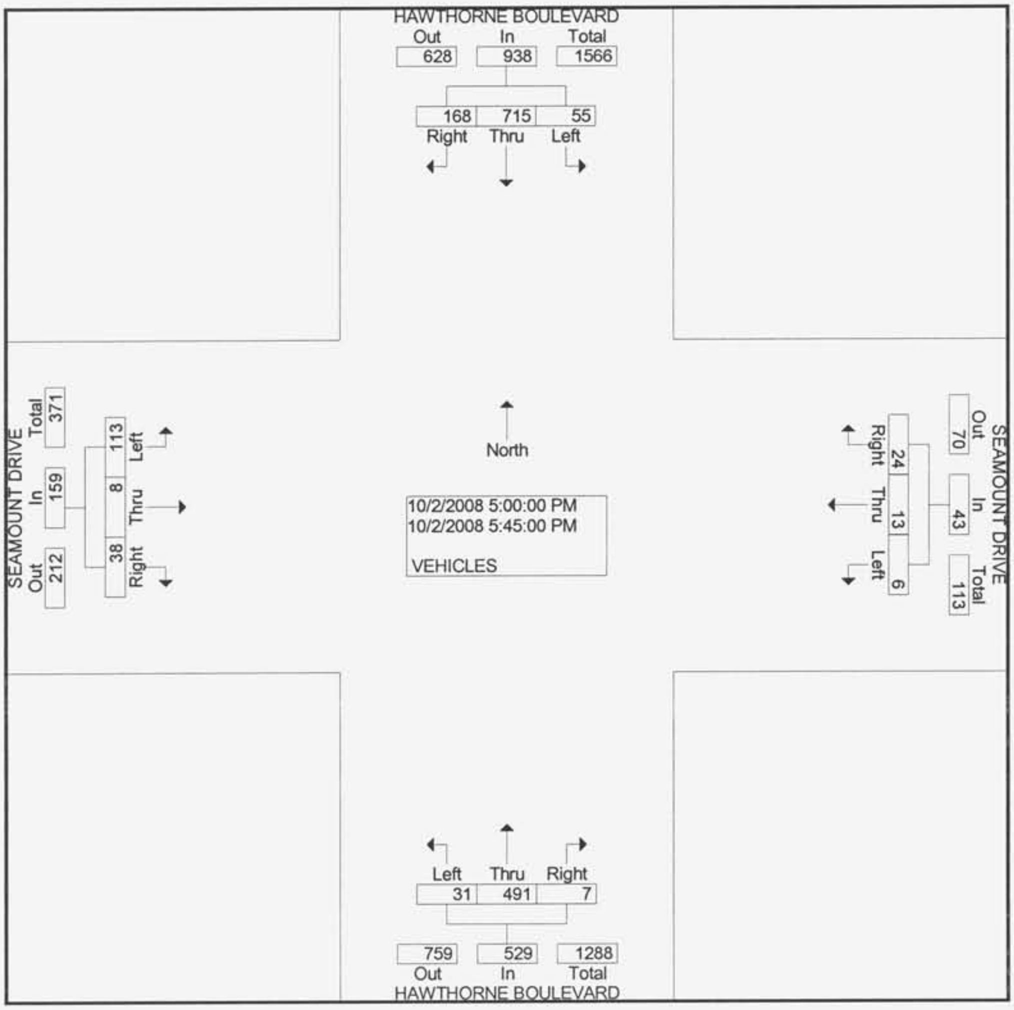
	HAWTHORNE BOULEVARD Southbound				SEAMOUNT DRIVE Westbound				HAWTHORNE BOULEVARD Northbound				SEAMOUNT DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	94	461	40	595	79	20	11	110	7	656	52	715	45	13	195	253	1673
Percent	15.8	77.5	6.7		71.8	18.2	10.0		1.0	91.7	7.3		17.8	5.1	77.1		
08:45 Volume	24	103	12	139	17	7	3	27	1	169	15	185	16	6	80	102	453
Peak Factor																	0.923
High Int.	08:30 AM				08:15 AM				08:15 AM				08:45 AM				
Volume	35	115	11	161	32	2	6	40	0	195	12	207	16	6	80	102	
Peak Factor				0.924				0.688				0.864				0.620	



Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

File Name : H0810020
Site Code : 00000000
Start Date : 10/2/2008
Page No : 3

	HAWTHORNE BOULEVARD Southbound				SEAMOUNT DRIVE Westbound				HAWTHORNE BOULEVARD Northbound				SEAMOUNT DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	168	715	55	938	24	13	6	43	7	491	31	529	38	8	113	159	1669
Percent	17.9	76.2	5.9		55.8	30.2	14.0		1.3	92.8	5.9		23.9	5.0	71.1		
05:45 Volume	37	189	12	238	4	2	2	8	4	124	10	138	8	1	33	42	426
Peak Factor																	0.979
High Int.	05:45 PM				05:30 PM				05:30 PM				05:00 PM				
Volume	37	189	12	238	11	4	0	15	1	132	7	140	9	4	38	51	
Peak Factor				0.985				0.717				0.945				0.779	



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Hawthorne Blvd

DATE: 04/30/2009

LOCATION: City of Rancho Palos Verdes

E-W STREET: Crest Rd

DAY: THURSDAY

PROJECT# 09-5164-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	2	0	1	2	0	1	1	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	62	48	11	50	8	19	13	3	23	3	7	247
7:15 AM	2	64	48	43	69	11	20	23	5	30	9	16	340
7:30 AM	2	120	82	66	82	22	28	46	15	80	15	50	608
7:45 AM	2	118	89	20	103	21	25	24	8	64	12	42	528
8:00 AM	6	110	71	15	113	28	21	17	3	50	5	15	454
8:15 AM	6	139	62	16	94	11	25	16	9	39	11	20	448
8:30 AM	5	128	77	22	91	18	31	23	3	37	6	33	474
8:45 AM	3	104	70	26	94	19	34	25	5	33	6	12	431
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	26	845	547	219	696	138	203	187	51	356	67	195	3530

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	16	487	304	117	392	82	99	103	35	233	43	127	2038
PEAK HR. FACTOR:		0.965			0.869			0.666			0.695		0.838

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Hawthorne Blvd

DATE: 04/30/2009

LOCATION: City of Rancho Palos Verdes

E-W STREET: Crest Rd

DAY: THURSDAY

PROJECT# 09-5164-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	2	0	1	2	0	1	1	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	3	94	53	11	109	28	20	15	3	48	28	17	429
4:15 PM	3	90	45	17	98	20	33	22	1	66	15	15	425
4:30 PM	0	79	40	14	90	26	48	12	1	77	15	10	412
4:45 PM	5	100	42	18	116	27	57	22	2	53	9	8	459
5:00 PM	4	84	31	19	94	28	35	18	7	73	19	12	424
5:15 PM	7	94	46	8	106	27	32	14	3	74	18	15	444
5:30 PM	6	97	44	15	130	35	30	10	1	63	14	17	462
5:45 PM	9	92	44	8	153	30	20	16	9	52	12	19	464
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	37	730	345	110	896	221	275	129	27	506	130	113	3519

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	26	367	165	50	483	120	117	58	20	262	63	63	1794
PEAK HR. FACTOR:		0.949			0.855			0.813			0.907		0.967

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Hawthorne Blvd
DATE: 04/30/2009
LOCATION: City of Rancho Palos Verdes

E-W STREET: Dupre Dr
DAY: THURSDAY
PROJECT# 09-5164-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		84	0	0	58	1	1			0	0	0	144
7:15 AM		112	0	0	95	2	0			2	0	0	211
7:30 AM		166	1	1	159	0	0			6	0	1	334
7:45 AM		202	2	1	181	0	1			3	0	2	392
8:00 AM		182	2	1	160	0	0			4	1	2	352
8:15 AM		207	6	1	165	0	0			12	0	0	391
8:30 AM		212	9	0	125	1	0			1	0	2	350
8:45 AM		173	0	1	119	1	1			2	0	0	297
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	1338	20	5	1062	5	3	0	0	30	1	7	2471

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	0	803	19	3	631	1	1	0	0	20	1	6	1485
PEAK HR. FACTOR:		0.930			0.872			0.250			0.563		0.947

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Hawthorne Blvd

DATE: 04/30/2009

LOCATION: City of Rancho Palos Verdes

E-W STREET: Dupre Dr

DAY: THURSDAY

PROJECT# 09-5164-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	135	3	1	145	0	0	0	1	1	1	0	287
4:15 PM	1	139	1	2	156	0	1	0	1	1	1	0	303
4:30 PM	2	122	1	0	142	1	0	1	1	0	0	1	271
4:45 PM	0	128	0	5	148	0	2	0	0	1	0	2	286
5:00 PM	0	118	2	2	146	3	0	0	1	2	0	3	277
5:15 PM	3	133	5	1	142	7	0	2	1	3	0	1	298
5:30 PM	4	138	2	2	154	13	3	0	0	2	0	1	319
5:45 PM	15	130	1	1	159	24	6	0	11	1	0	0	348
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	25	1043	15	14	1192	48	12	3	16	11	2	8	2389

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	22	519	10	6	601	47	9	2	13	8	0	5	1242
PEAK HR. FACTOR:		0.943			0.889			0.353			0.650		0.892

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET:	Hawthorne Blvd	DATE:	04/30/2009	LOCATION:	City of Rancho Palos Verdes
E-W STREET:	Vallon Dr	DAY:	THURSDAY	PROJECT#	09-5164-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	1	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	77	0	0	59	0	6	0	2	0	0	2	146
7:15 AM	1	111	0	0	96	2	3	0	6	0	0	0	219
7:30 AM	3	159	0	0	164	3	10	0	3	1	0	0	343
7:45 AM	2	207	1	0	186	2	3	1	5	2	1	0	410
8:00 AM	1	184	1	1	163	4	6	0	4	0	0	0	364
8:15 AM	5	210	2	0	174	2	5	0	10	5	1	0	414
8:30 AM	6	214	2	0	125	2	9	0	2	4	0	1	365
8:45 AM	3	160	0	1	112	3	6	0	2	1	0	1	289
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	21	1322	6	2	1079	18	48	1	34	13	2	4	2550

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	14	815	6	1	648	10	23	1	21	11	2	1	1553
PEAK HR. FACTOR:		0.940			0.876			0.750			0.583		0.938

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Hawthorne Blvd
DATE: 04/30/2009
LOCATION: City of Rancho Palos Verdes

E-W STREET: Vallon Dr
DAY: THURSDAY
PROJECT# 09-5164-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	1	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	9	123	0	2	137	5	9		0	2	1	3	291
4:15 PM	4	137	0	3	147	9	8		3	1	0	1	313
4:30 PM	2	125	0	0	135	6	4		0	0	1	0	273
4:45 PM	1	126	0	2	148	6	6		2	0	0	0	291
5:00 PM	3	108	0	0	138	7	3		4	1	0	2	266
5:15 PM	4	134	2	2	131	10	4		1	2	0	0	290
5:30 PM	1	140	0	0	151	7	4		1	2	0	1	307
5:45 PM	2	135	0	1	155	9	2		1	1	0	0	306
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	26	1028	2	10	1142	59	40	0	12	9	2	7	2337

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	10	517	2	3	575	33	13	0	7	6	0	3	1169
PEAK HR. FACTOR:		0.938			0.926			0.714			0.750		0.952

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Terranea
DATE: 4/30/2009
LOCATION: City of Rancho Palos Verdes

E-W STREET: Palos Verdes Dr South
DAY: THURSDAY
PROJECT# 09-5164-012

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	2	0	0	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0		1	0		1	1	32	9	11	110	3	168
7:15 AM	0		3	1		4	0	38	11	15	196	7	275
7:30 AM	0		2	1		2	1	64	13	9	247	1	340
7:45 AM	2		1	0		1	2	115	16	11	187	3	338
8:00 AM	2		1	0		0	0	116	10	19	172	1	321
8:15 AM	0		5	2		0	4	111	14	12	169	6	323
8:30 AM	1		1	0		0	0	90	5	3	110	3	213
8:45 AM	1		1	0		0	0	92	10	11	135	5	255
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	6	0	15	4	0	8	8	658	88	91	1326	29	2233

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	4	0	9	3	0	3	7	406	53	51	775	11	1322
PEAK HR. FACTOR:		0.650			0.500			0.876			0.814		0.972

CONTROL: 2-Way Stop (NB/SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET:	Terranea	DATE:	4/30/2009	LOCATION:	City of Rancho Palos Verdes
E-W STREET:	Palos Verdes Dr South	DAY:	THURSDAY	PROJECT#	09-5164-012

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	2	0	0	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	9		10	0	1	1		138	3	2	97	0	261
4:15 PM	6		9	2	0	0		139	4	1	108	0	269
4:30 PM	12		16	0	0	0		140	3	1	105	1	278
4:45 PM	6		17	4	0	0		136	2	2	107	0	274
5:00 PM	5		8	5	0	1		153	2	0	106	0	280
5:15 PM	10		5	3	0	0		137	3	0	110	0	268
5:30 PM	8		6	3	0	0		158	0	1	118	0	294
5:45 PM	3		6	0	0	0		134	0	0	110	0	253
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	59	0	77	17	1	2	0	1135	17	7	861	1	2177

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	29	0	36	15	0	1	0	584	7	3	441	0	1116
PEAK HR. FACTOR:		0.707			0.667			0.935			0.933		0.949

CONTROL: 2-Way Stop (NB/SB)

Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

City: RANCHO PALOS VERDES
N-S Direction:GRANVIA ALTAMIRA/RIDGEGATE
E-W Direction: HAWTHORNE BOULEVARD

File Name : H0810019
Site Code : 00000000
Start Date : 10/2/2008
Page No : 1

Groups Printed- VEHICLES

	GRANVIA ALTAMIRA Southbound				HAWTHORNE BOULEVARD Westbound				RIDGEGATE DRIVE Northbound				HAWTHORNE BOULEVARD Eastbound						
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0			
07:00 AM	2	4	60	4	43	88	9	0	12	7	2	1	0	116	10	4	9	353	362
07:15 AM	3	8	59	6	40	73	3	0	4	12	1	5	2	154	12	3	14	371	385
07:30 AM	8	14	82	4	58	100	2	0	27	7	8	3	3	186	18	4	11	513	524
07:45 AM	15	7	67	4	64	139	8	0	9	16	6	1	3	243	26	1	6	603	609
Total	28	33	268	18	205	400	22	0	52	42	17	10	8	699	66	12	40	1840	1880
08:00 AM	14	10	61	3	70	118	11	0	10	11	4	0	2	188	26	2	5	525	530
08:15 AM	24	4	100	1	58	120	1	0	14	9	11	1	1	200	50	2	4	592	596
08:30 AM	46	13	83	0	38	118	2	0	9	9	14	0	4	179	36	0	0	551	551
08:45 AM	29	7	95	2	62	92	1	0	8	5	6	0	10	221	35	2	4	571	575
Total	113	34	339	6	228	448	15	0	41	34	35	1	17	788	147	6	13	2239	2252
*** BREAK ***																			
04:00 PM	27	12	75	3	76	166	8	1	8	9	2	1	6	118	12	2	7	519	526
04:15 PM	14	10	65	0	88	172	13	0	4	5	4	0	3	133	20	1	1	531	532
04:30 PM	15	5	65	1	83	185	4	0	3	7	6	0	2	163	15	1	2	553	555
04:45 PM	22	10	69	0	87	209	10	0	7	7	4	1	4	144	12	3	4	585	589
Total	78	37	274	4	334	732	35	1	22	28	16	2	15	558	59	7	14	2188	2202
05:00 PM	17	6	63	1	83	202	8	0	5	11	3	4	3	136	11	3	8	548	556
05:15 PM	24	11	61	0	92	226	8	0	2	11	4	2	7	130	15	3	5	591	596
05:30 PM	23	12	69	5	115	223	9	0	1	6	5	0	2	128	21	8	13	614	627
05:45 PM	22	13	35	0	103	232	14	0	6	8	3	0	5	124	25	0	0	590	590
Total	86	42	228	6	393	883	39	0	14	36	15	6	17	518	72	14	26	2343	2369
Grand Total	305	146	1109	34	1160	2463	111	1	129	140	83	19	57	2563	344	39	93	8610	8703
Apprch %	19.6	9.4	71.1		31.1	66.0	3.0		36.6	39.8	23.6		1.9	86.5	11.6				
Total %	3.5	1.7	12.9		13.5	28.6	1.3		1.5	1.6	1.0		0.7	29.8	4.0		1.1	98.9	

Transportation Studies, Inc.
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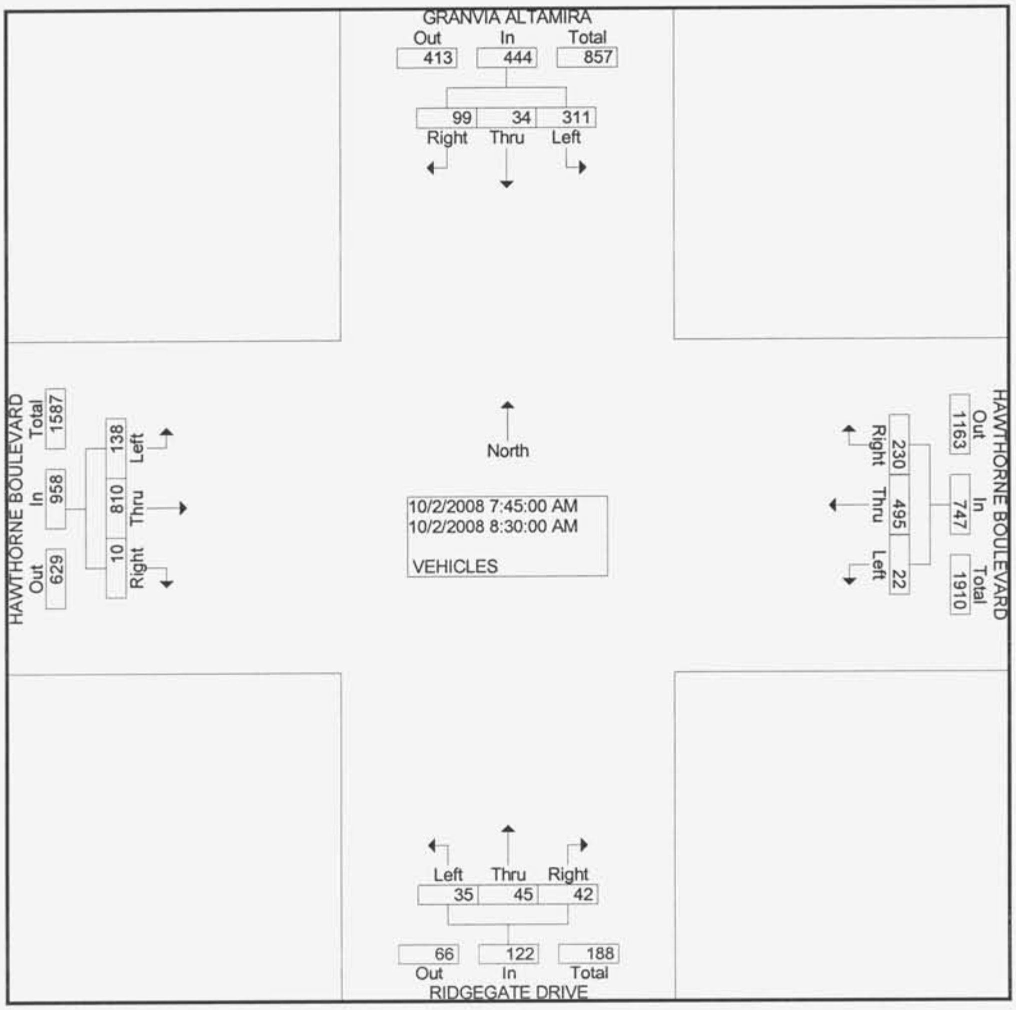
Tustin, CA. 92780

File Name : H0810019
Site Code : 00000000
Start Date : 10/2/2008
Page No : 2

	GRANVIA ALTAMIRA Southbound				HAWTHORNE BOULEVARD Westbound				RIDGEGATE DRIVE Northbound				HAWTHORNE BOULEVARD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	99	34	311	444	230	495	22	747	42	45	35	122	10	810	138	958	2271
Percent	22.3	7.7	70.0		30.8	66.3	2.9		34.4	36.9	28.7		1.0	84.6	14.4		
07:45 Volume	15	7	67	89	64	139	8	211	9	16	6	31	3	243	26	272	603
Peak Factor																	0.942
High Int.	08:30 AM				07:45 AM				08:15 AM				07:45 AM				
Volume	46	13	83	142	64	139	8	211	14	9	11	34	3	243	26	272	
Peak Factor				0.782				0.885				0.897				0.881	



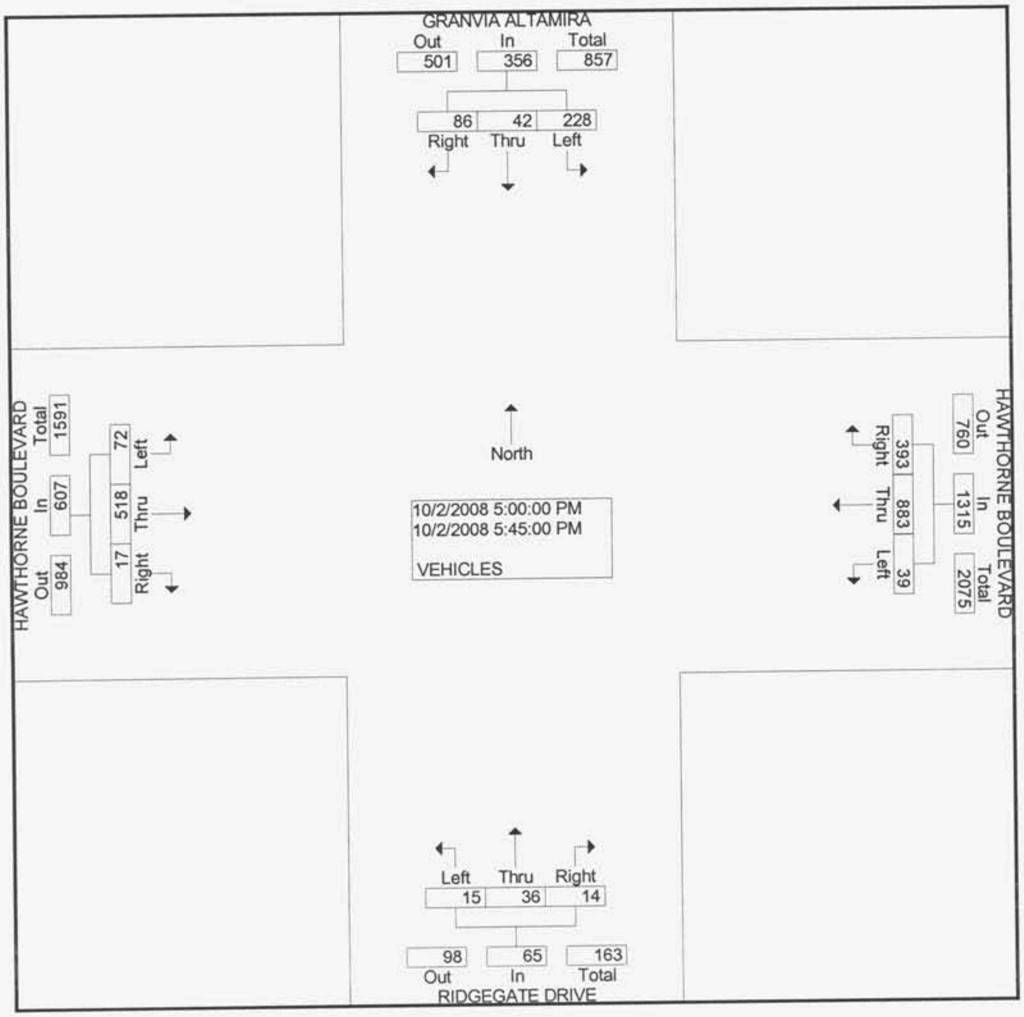
10/2/2008 7:45:00 AM
10/2/2008 8:30:00 AM

VEHICLES

Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

File Name : H0810019
Site Code : 00000000
Start Date : 10/2/2008

	GRANVIA ALTAMIRA Southbound				HAWTHORNE BOULEVARD Westbound				RIDGEGATE DRIVE Northbound				HAWTHORNE BOULEVARD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	86	42	228	356	393	883	39	1315	14	36	15	65	17	518	72	607	2343
Percent	24.2	11.8	64.0		29.9	67.1	3.0		21.5	55.4	23.1		2.8	85.3	11.9		
05:30 Volume	23	12	69	104	115	223	9	347	1	6	5	12	2	128	21	151	614
Peak Factor																	0.954
High Int.	05:30 PM				05:45 PM				05:00 PM				05:45 PM				
Volume	23	12	69	104	103	232	14	349	5	11	3	19	5	124	25	154	
Peak Factor				0.856				0.942				0.855				0.985	



Intersection Turning Movement

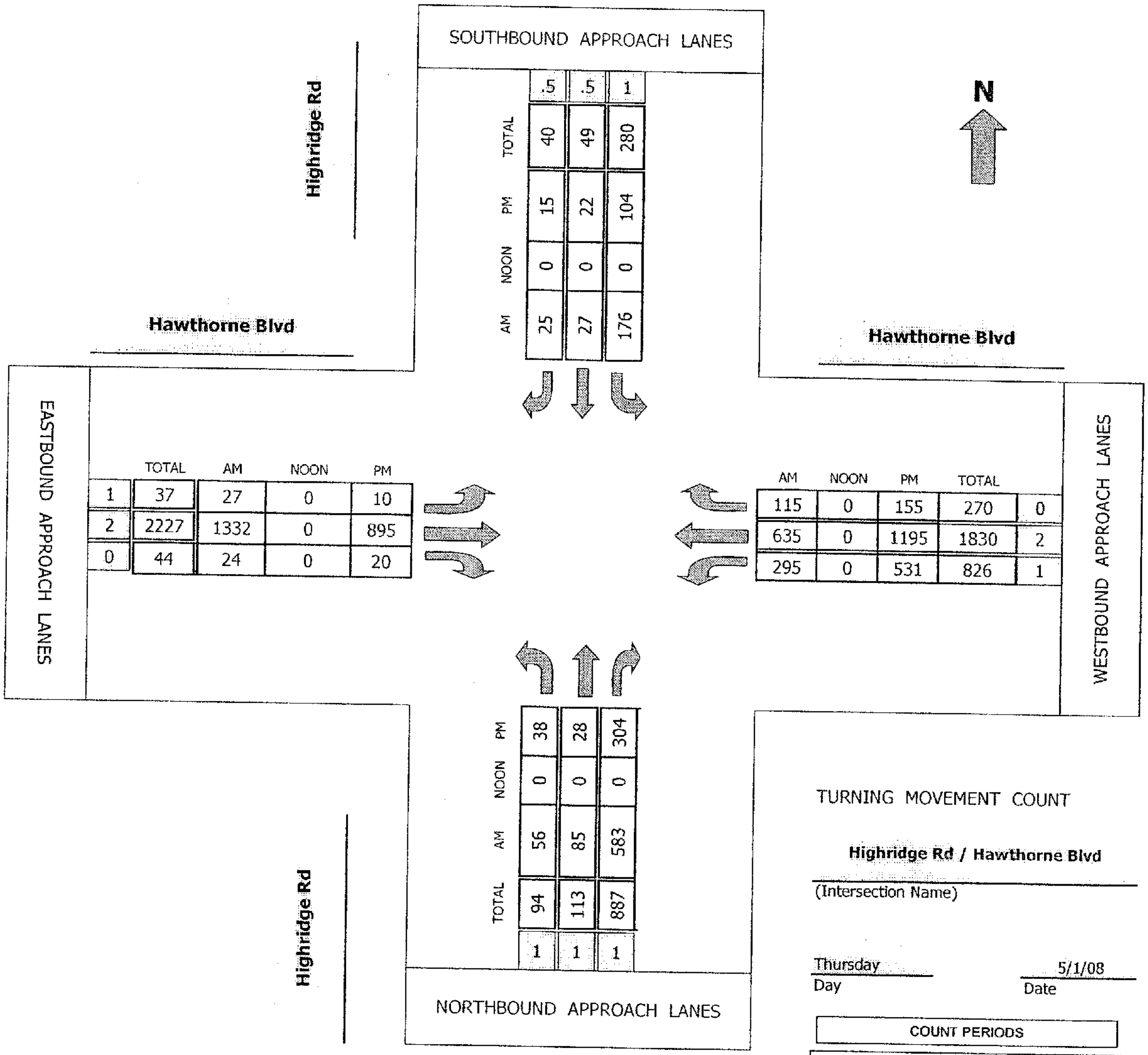
Prepared by:

NDS

National Data & Surveying Services

TMC Summary of Highridge Rd/Hawthorne Blvd

Project #: 08-2218-001



SOUTHBOUND APPROACH LANES

	.5	.5	1
TOTAL	40	49	280
PM	15	22	104
NOON	0	0	0
AM	25	27	176

EASTBOUND APPROACH LANES

	TOTAL	AM	NOON	PM
1	37	27	0	10
2	2227	1332	0	895
0	44	24	0	20

WESTBOUND APPROACH LANES

AM	NOON	PM	TOTAL	
115	0	155	270	0
635	0	1195	1830	2
295	0	531	826	1

NORTHBOUND APPROACH LANES

PM	38	28	304
NOON	0	0	0
AM	56	85	583
TOTAL	94	113	887
	1	1	1

TURNING MOVEMENT COUNT

Highridge Rd / Hawthorne Blvd
(Intersection Name)

Thursday
Day

5/1/08
Date

COUNT PERIODS			
am	7:00 AM	-	9:00 AM
noon		-	
pm	4:00 PM	-	6:00 PM

AM PEAK HOUR 730 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 500 PM

Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

City: RANCHO PALOS VERDES
N-S Direction: HIGHRIDGE ROAD
E-W Direction: CREST ROAD

File Name : H0810023
Site Code : 00000000
Start Date : 10/1/2008
Page No : 1

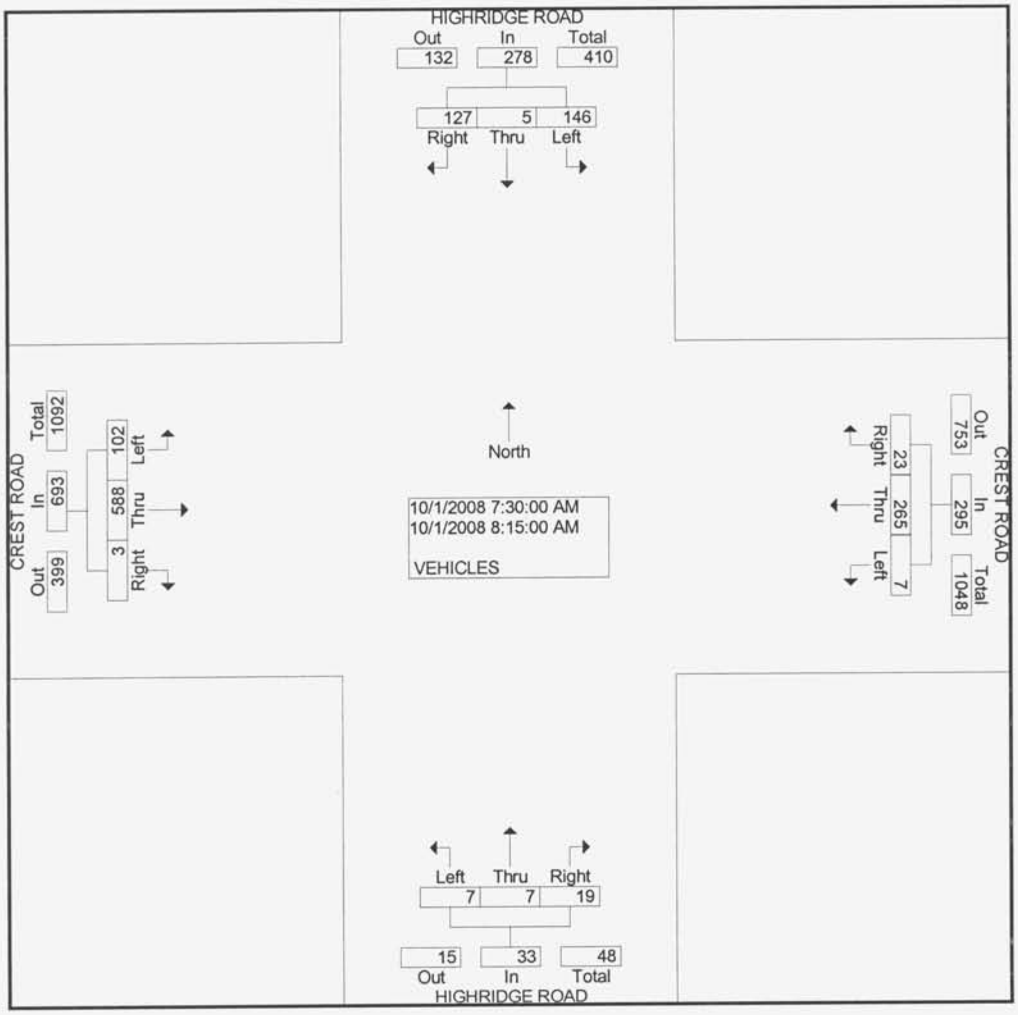
Groups Printed- VEHICLES

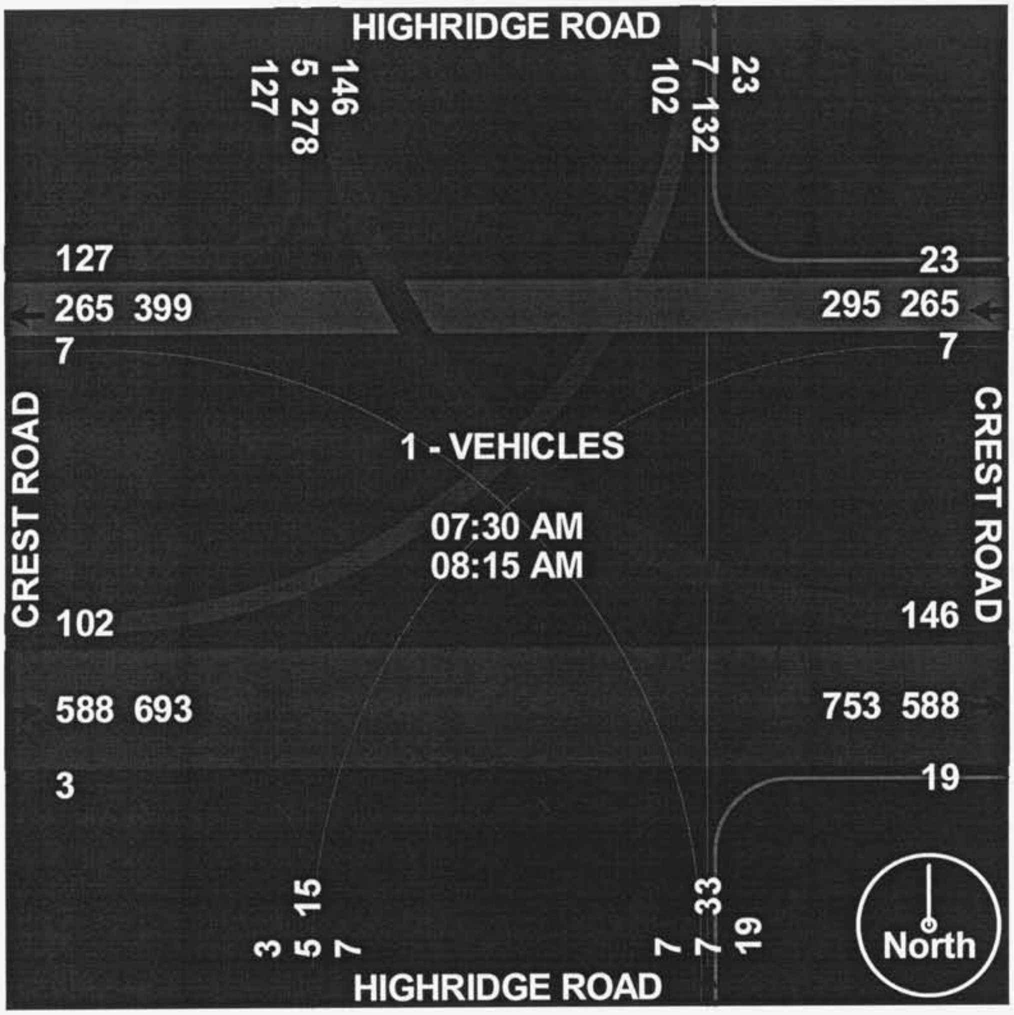
	HIGHRIDGE ROAD Southbound				CREST ROAD Westbound				HIGHRIDGE ROAD Northbound				CREST ROAD Eastbound						
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0			
07:00 AM	5	2	1	3	3	33	1	1	6	0	1	2	1	62	7	2	8	122	130
07:15 AM	13	1	8	1	4	45	0	1	5	3	1	3	1	95	24	3	8	200	208
07:30 AM	51	2	71	1	6	62	1	1	6	2	2	0	1	182	64	1	3	450	453
07:45 AM	57	1	52	5	9	80	2	3	6	1	2	2	0	169	18	2	12	397	409
Total	126	6	132	10	22	220	4	6	23	6	6	7	3	508	113	8	31	1169	1200
08:00 AM	6	0	13	5	4	57	4	1	5	1	1	0	1	112	10	0	6	214	220
08:15 AM	13	2	10	0	4	66	0	0	2	3	2	4	1	125	10	3	7	238	245
08:30 AM	10	1	9	1	2	57	2	2	5	0	6	3	4	128	15	2	8	239	247
08:45 AM	7	1	6	2	7	53	3	2	5	1	1	2	3	131	8	0	6	226	232
Total	36	4	38	8	17	233	9	5	17	5	10	9	9	496	43	5	27	917	944
*** BREAK ***																			
04:00 PM	13	2	6	0	9	92	6	0	5	5	1	1	1	65	15	0	1	220	221
04:15 PM	12	1	6	0	3	111	6	0	0	1	2	0	1	68	17	0	0	228	228
04:30 PM	10	5	3	0	4	86	1	0	4	3	3	0	2	62	5	0	0	188	188
04:45 PM	14	1	5	2	5	92	4	0	2	1	0	1	2	57	16	2	5	199	204
Total	49	9	20	2	21	381	17	0	11	10	6	2	6	252	53	2	6	835	841
05:00 PM	17	0	3	0	3	106	2	0	5	0	1	0	0	64	10	0	0	211	211
05:15 PM	12	0	8	0	5	104	5	0	1	2	3	2	2	51	11	1	3	204	207
05:30 PM	10	1	4	1	5	95	3	0	2	3	2	0	1	62	7	0	1	195	196
05:45 PM	16	0	2	1	9	128	4	1	2	1	0	2	3	49	6	0	4	220	224
Total	55	1	17	2	22	433	14	1	10	6	6	4	6	226	34	1	8	830	838
Grand Total	266	20	207	22	82	1267	44	12	61	27	28	22	24	1482	243	16	72	3751	3823
Apprch %	54.0	4.1	42.0		5.9	91.0	3.2		52.6	23.3	24.1		1.4	84.7	13.9				
Total %	7.1	0.5	5.5		2.2	33.8	1.2		1.6	0.7	0.7		0.6	39.5	6.5		1.9	98.1	

Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

File Name : H0810023
Site Code : 00000000
Start Date : 10/1/2008
Page No : 2

	HIGHRIDGE ROAD Southbound				CREST ROAD Westbound				HIGHRIDGE ROAD Northbound				CREST ROAD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	127	5	146	278	23	265	7	295	19	7	7	33	3	588	102	693	1299
Percent	45.7	1.8	52.5		7.8	89.8	2.4		57.6	21.2	21.2		0.4	84.8	14.7		
07:30 Volume	51	2	71	124	6	62	1	69	6	2	2	10	1	182	64	247	450
Peak Factor																	0.722
High Int.	07:30 AM				07:45 AM				07:30 AM				07:30 AM				
Volume	51	2	71	124	9	80	2	91	6	2	2	10	1	182	64	247	
Peak Factor				0.560				0.810				0.825				0.701	

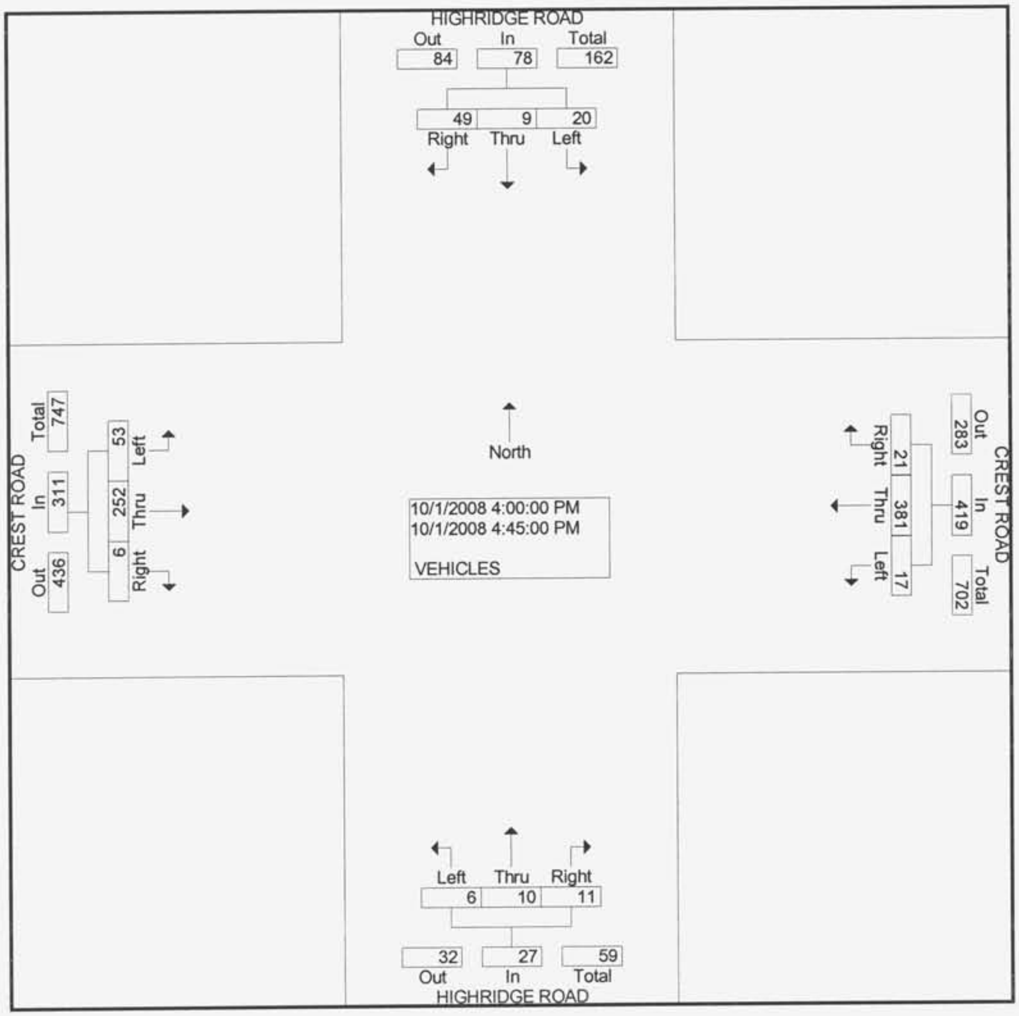


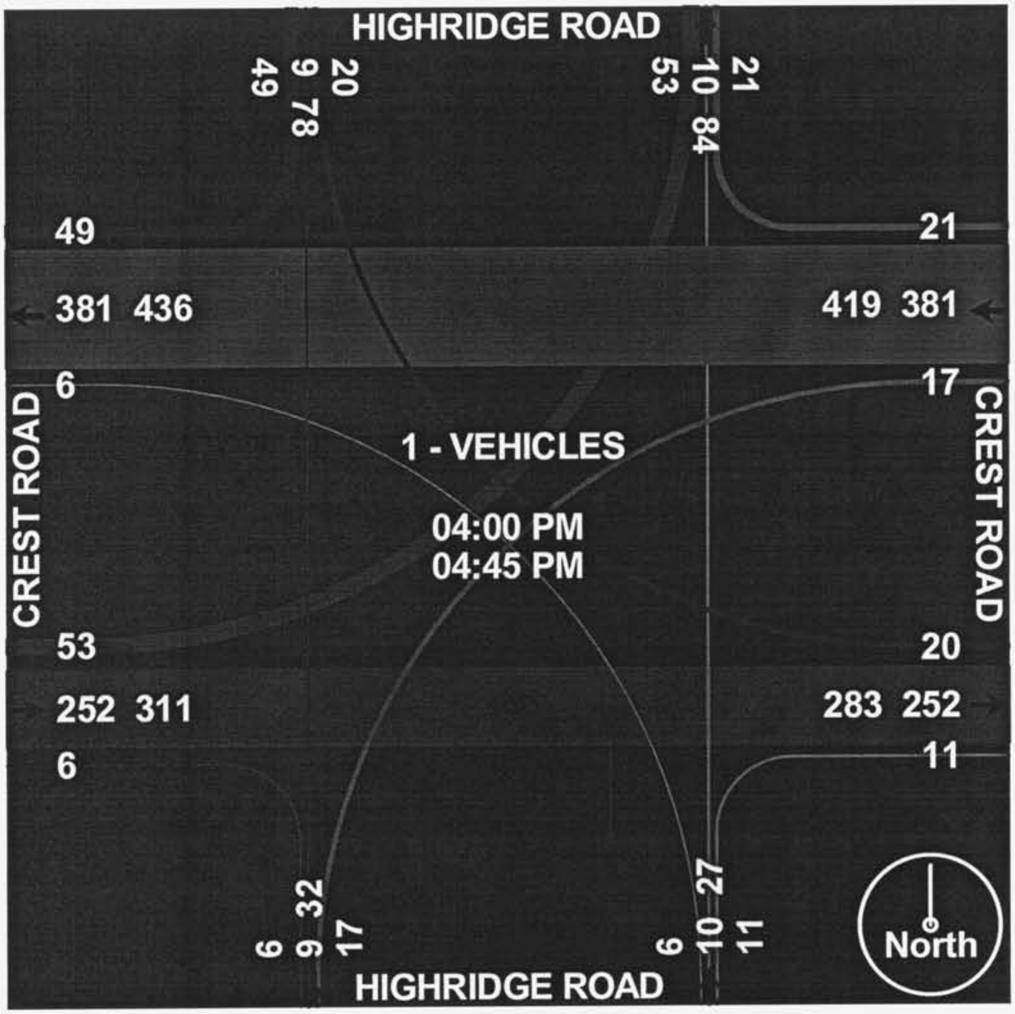

HIGHRIDGE ROAD
127
5 278
146
102
7 132
23
127
265 399
7
23
295 265
7
CREST ROAD
1 - VEHICLES
07:30 AM
08:15 AM
CREST ROAD
102
146
588 693
753 588
3
19
3
5 15
7
7
7 33
19
North
HIGHRIDGE ROAD

Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

File Name : H0810023
Site Code : 00000000
Start Date : 10/1/2008
Page No : 4

	HIGHRIDGE ROAD Southbound				CREST ROAD Westbound				HIGHRIDGE ROAD Northbound				CREST ROAD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:00 PM																
Volume	49	9	20	78	21	381	17	419	11	10	6	27	6	252	53	311	835
Percent	62.8	11.5	25.6		5.0	90.9	4.1		40.7	37.0	22.2		1.9	81.0	17.0		
04:15 Volume	12	1	6	19	3	111	6	120	0	1	2	3	1	68	17	86	228
Peak Factor																	0.916
High Int.	04:00 PM				04:15 PM				04:00 PM				04:15 PM				
Volume	13	2	6	21	3	111	6	120	5	5	1	11	1	68	17	86	
Peak Factor				0.929				0.873				0.614				0.904	




HIGHRIDGE ROAD
49
9
20
78
53
10
21
84
49
381 436
6
21
419 381
17
CREST ROAD
1 - VEHICLES
04:00 PM
04:45 PM
CREST ROAD
53
252 311
6
20
283 252
11
32
6
9
17
27
6
10
11
HIGHRIDGE ROAD
North

Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

City: RANCHO PALOS VERDES
N-S Direction: SILVER SPUR ROAD
E-W Direction: BASSWOOD AVENUE

File Name : H0810024
Site Code : 00000000
Start Date : 10/1/2008
Page No : 1

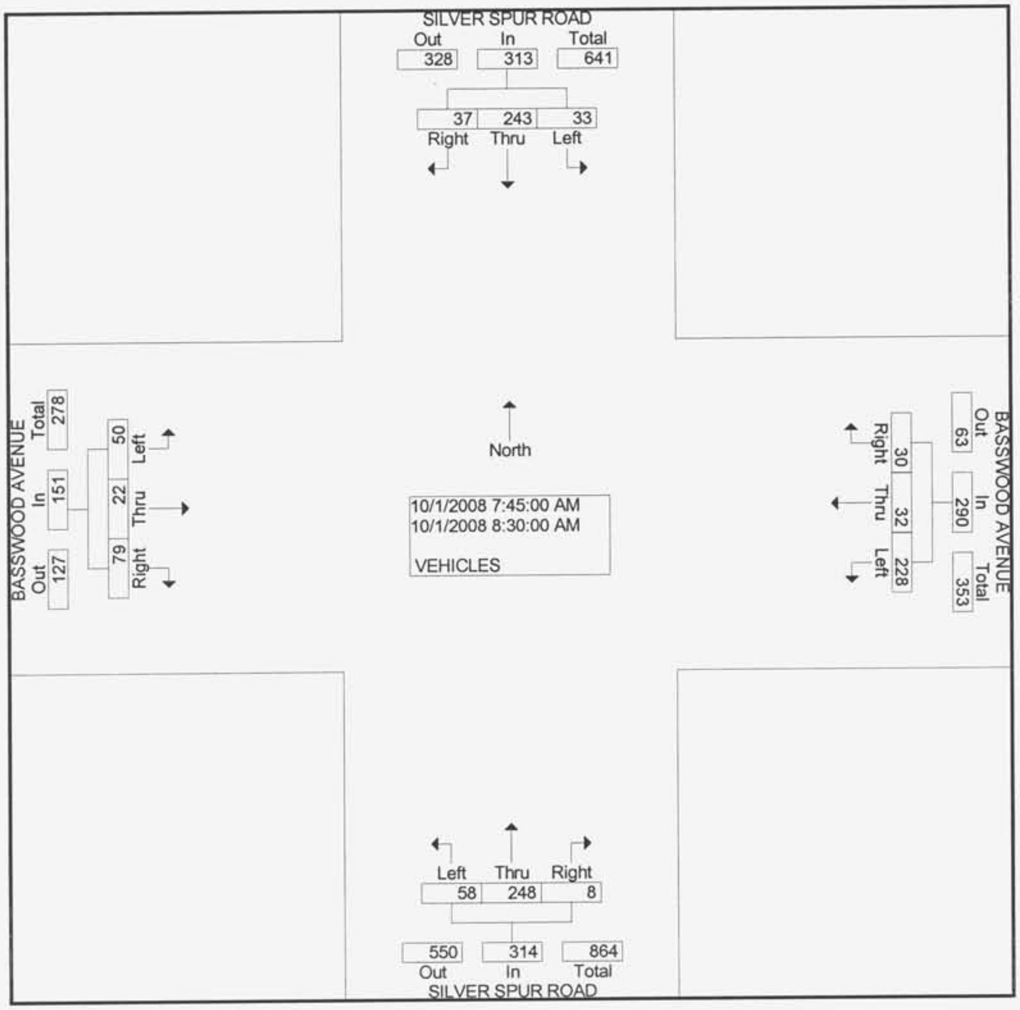
Groups Printed- VEHICLES

	SILVER SPUR ROAD Southbound				BASSWOOD AVENUE Westbound				SILVER SPUR ROAD Northbound				BASSWOOD AVENUE Eastbound						
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0			
07:00 AM	4	28	6	8	7	18	79	0	1	43	6	10	26	14	9	2	20	241	261
07:15 AM	0	42	0	0	3	0	12	2	0	30	5	8	17	1	5	0	10	115	125
07:30 AM	5	43	3	2	0	0	22	0	0	34	6	2	8	3	10	1	5	134	139
07:45 AM	6	46	10	9	6	8	73	4	0	58	8	15	15	4	11	2	30	245	275
Total	15	159	19	19	16	26	186	6	1	165	25	35	66	22	35	5	65	735	800
08:00 AM	9	58	7	7	12	7	54	3	6	47	19	1	11	5	9	2	13	244	257
08:15 AM	6	55	6	2	7	4	53	2	1	68	17	7	32	7	10	0	11	266	277
08:30 AM	16	84	10	22	5	13	48	0	1	75	14	30	21	6	20	3	55	313	368
08:45 AM	7	80	2	0	2	2	7	1	3	55	9	2	34	1	13	1	4	215	219
Total	38	277	25	31	26	26	162	6	11	245	59	40	98	19	52	6	83	1038	1121
*** BREAK ***																			
04:00 PM	7	90	3	2	3	4	40	1	2	75	12	0	17	1	3	0	3	257	260
04:15 PM	9	70	0	1	2	3	22	0	7	101	19	1	18	2	4	0	2	257	259
04:30 PM	6	50	1	0	1	4	26	0	3	63	15	2	19	3	2	1	3	193	196
04:45 PM	2	82	1	0	6	1	34	0	4	87	15	0	18	4	4	0	0	258	258
Total	24	292	5	3	12	12	122	1	16	326	61	3	72	10	13	1	8	965	973
05:00 PM	4	86	1	0	0	4	29	0	1	94	19	1	19	0	1	0	1	258	259
05:15 PM	6	73	2	0	1	2	12	0	2	107	14	0	13	1	3	2	2	236	238
05:30 PM	10	77	1	1	3	4	21	3	2	89	12	2	16	0	11	3	9	246	255
05:45 PM	7	65	0	1	2	2	14	1	3	89	14	1	13	0	4	2	5	213	218
Total	27	301	4	2	6	12	76	4	8	379	59	4	61	1	19	7	17	953	970
Grand Total	104	1029	53	55	60	76	546	17	36	1115	204	82	297	52	119	19	173	3691	3864
Apprch %	8.8	86.8	4.5		8.8	11.1	80.1		2.7	82.3	15.1		63.5	11.1	25.4				
Total %	2.8	27.9	1.4		1.6	2.1	14.8		1.0	30.2	5.5		8.0	1.4	3.2		4.5	95.5	

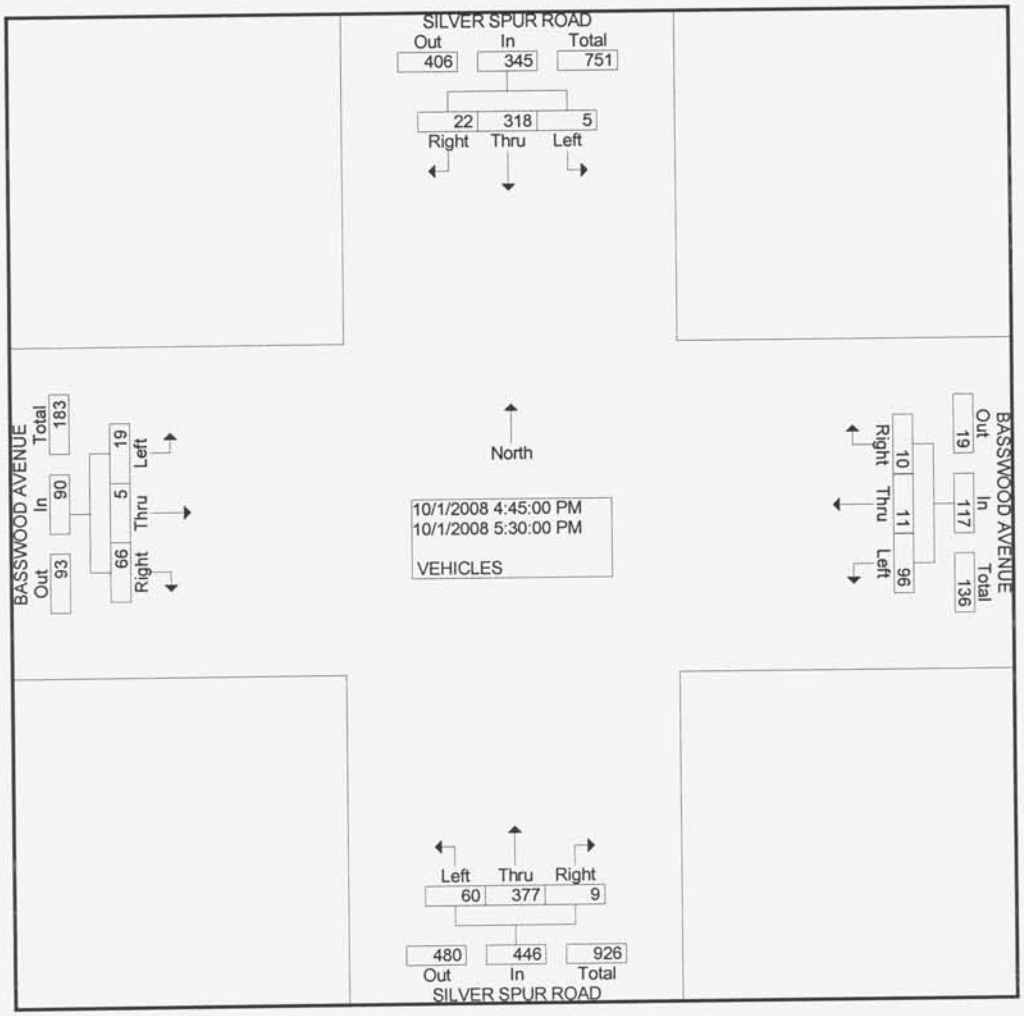
Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

File Name : H0810024
Site Code : 00000000
Start Date : 10/1/2008

	SILVER SPUR ROAD Southbound				BASSWOOD AVENUE Westbound				SILVER SPUR ROAD Northbound				BASSWOOD AVENUE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	37	243	33	313	30	32	228	290	8	248	58	314	79	22	50	151	1068
Percent	11.8	77.6	10.5		10.3	11.0	78.6		2.5	79.0	18.5		52.3	14.6	33.1		
08:30 Volume	16	84	10	110	5	13	48	66	1	75	14	90	21	6	20	47	313
Peak Factor																	0.853
High Int.	08:30 AM				07:45 AM				08:30 AM				08:15 AM				
Volume	16	84	10	110	6	8	73	87	1	75	14	90	32	7	10	49	
Peak Factor				0.711				0.833				0.872				0.770	



	SILVER SPUR ROAD Southbound				BASSWOOD AVENUE Westbound				SILVER SPUR ROAD Northbound				BASSWOOD AVENUE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	22	318	5	345	10	11	96	117	9	377	60	446	66	5	19	90	998
Percent	6.4	92.2	1.4		8.5	9.4	82.1		2.0	84.5	13.5		73.3	5.6	21.1		
05:00 Volume	4	86	1	91	0	4	29	33	1	94	19	114	19	0	1	20	258
Peak Factor																	0.967
High Int.	05:00 PM				04:45 PM				05:15 PM				05:30 PM				
Volume	4	86	1	91	6	1	34	41	2	107	14	123	16	0	11	27	
Peak Factor				0.948				0.713				0.907				0.833	



Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

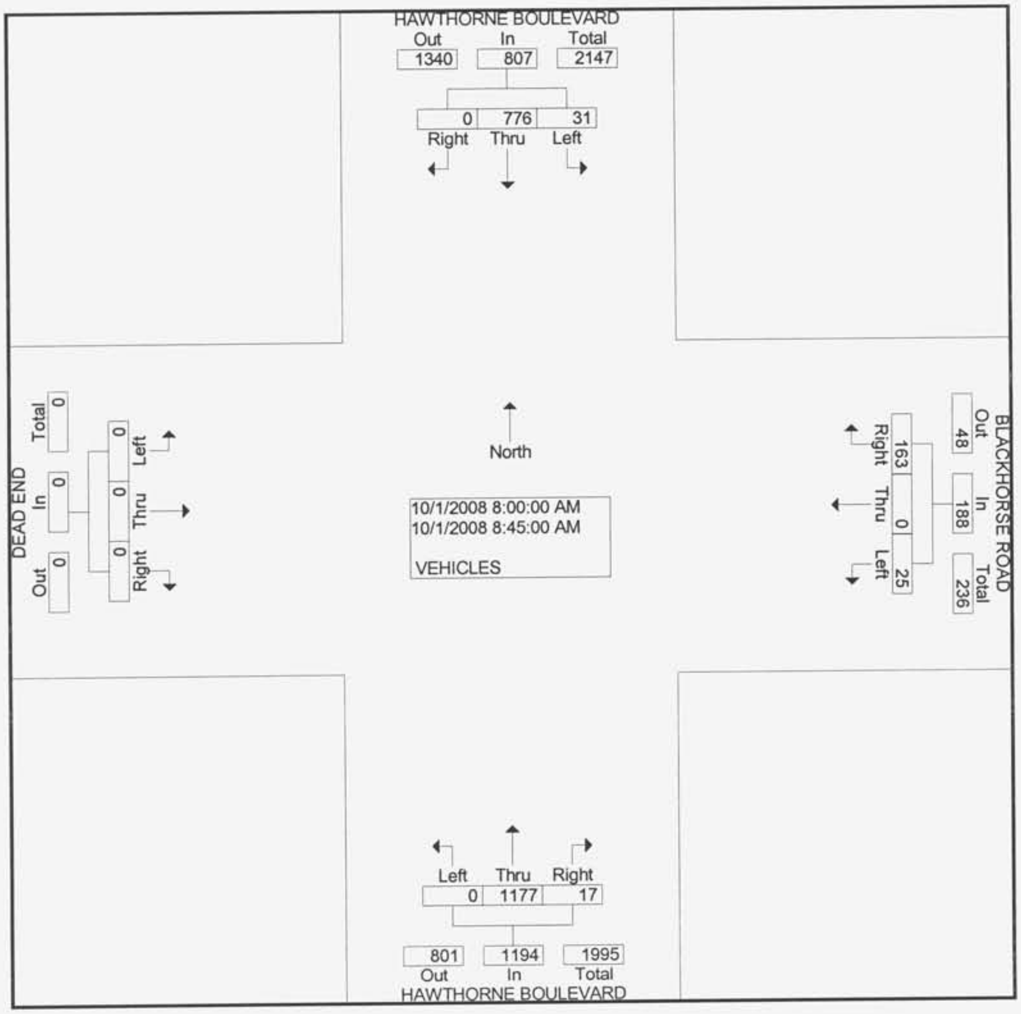
City: RANCHO PALOS VERDES
N-S Direction: HAWTHORNE BOULEVARD
E-W Direction: BLACKHORSE ROAD

File Name : H0810018
Site Code : 00000000
Start Date : 10/1/2008
Page No : 1

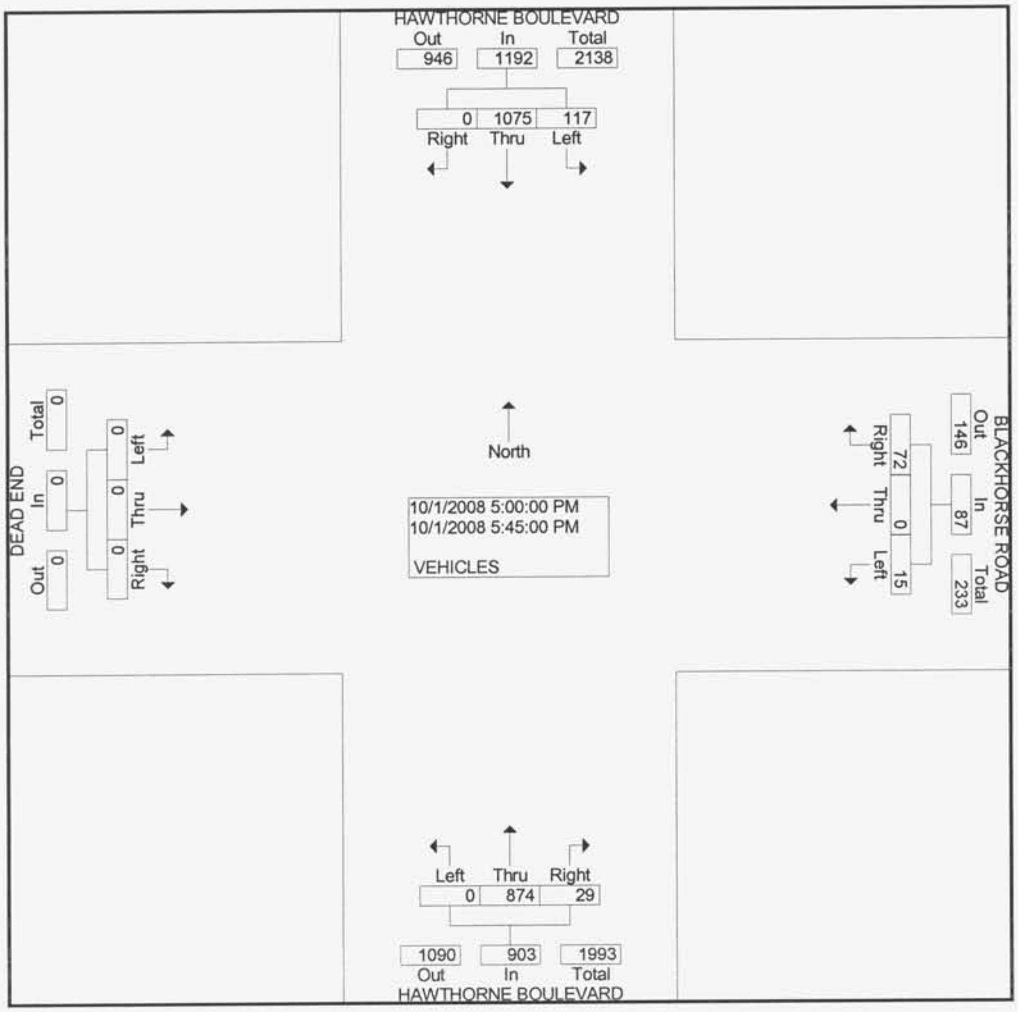
Groups Printed- VEHICLES

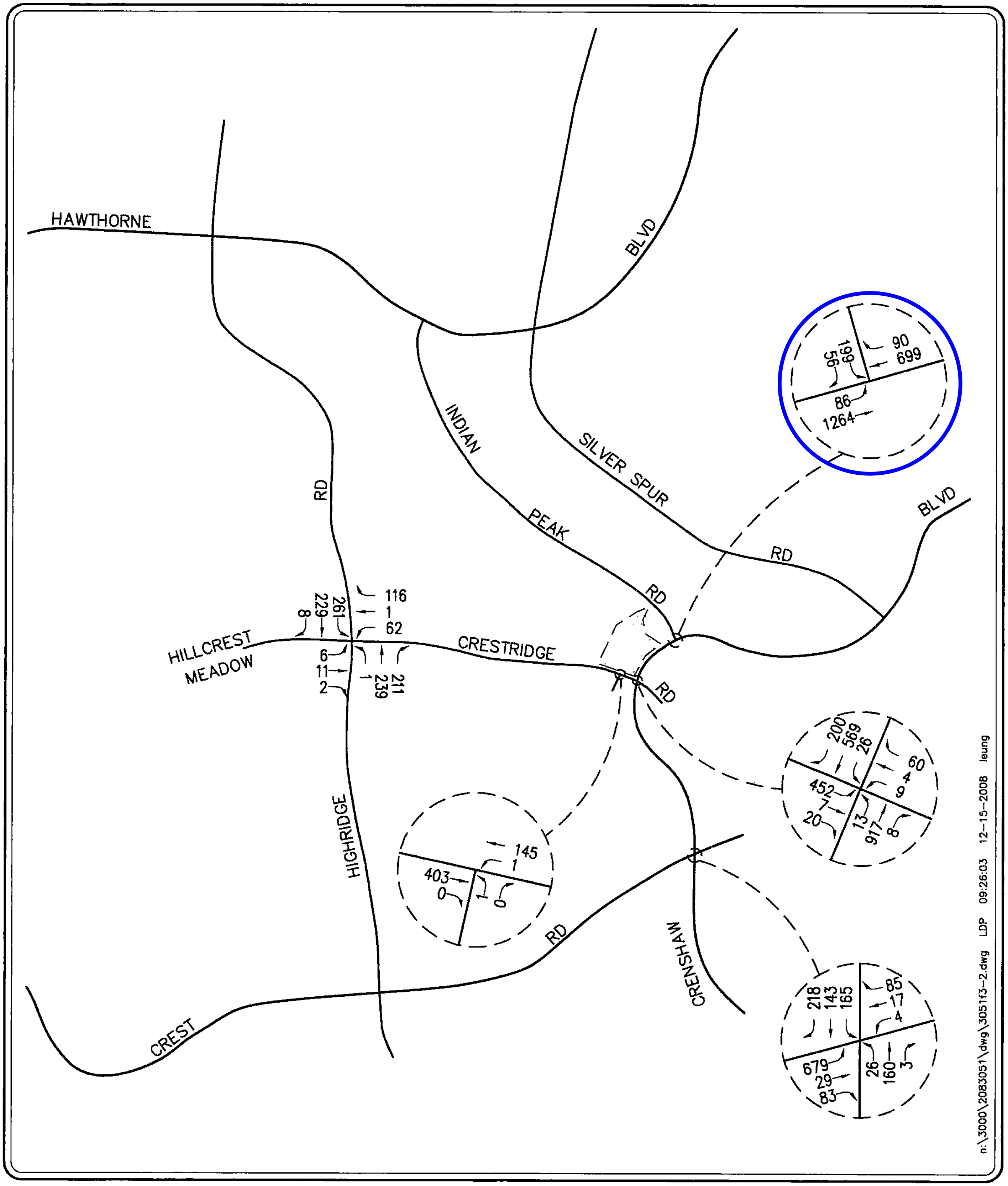
	HAWTHORNE BOULEVARD Southbound				BLACKHORSE ROAD Westbound				HAWTHORNE BOULEVARD Northbound				DEAD END Eastbound						
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0			
07:00 AM	0	154	3	0	29	0	2	0	4	201	0	0	0	0	0	0	0	393	393
07:15 AM	0	109	5	0	38	0	5	0	2	248	0	0	0	0	0	0	0	407	407
07:30 AM	0	151	7	0	36	0	5	1	3	230	0	1	0	0	0	0	2	432	434
07:45 AM	0	166	5	0	48	0	4	0	7	257	0	0	0	0	0	0	0	487	487
Total	0	580	20	0	151	0	16	1	16	936	0	1	0	0	0	0	2	1719	1721
08:00 AM	0	195	5	0	28	0	5	1	2	231	0	3	0	0	0	0	4	466	470
08:15 AM	0	186	11	0	35	0	7	1	5	313	0	3	0	0	0	0	4	557	561
08:30 AM	0	212	5	0	51	0	10	1	4	277	0	3	0	0	0	0	4	559	563
08:45 AM	0	183	10	0	49	0	3	0	6	356	0	2	0	0	0	0	2	607	609
Total	0	776	31	0	163	0	25	3	17	1177	0	11	0	0	0	0	14	2189	2203
*** BREAK ***																			
04:00 PM	0	247	29	0	22	0	6	1	3	206	0	0	0	0	0	0	1	513	514
04:15 PM	0	237	19	0	21	0	3	0	0	216	0	0	0	0	0	0	0	496	496
04:30 PM	0	247	24	0	20	0	6	0	7	176	0	1	0	0	0	1	2	480	482
04:45 PM	0	223	31	0	14	0	6	0	5	194	0	0	0	0	0	0	0	473	473
Total	0	954	103	0	77	0	21	1	15	792	0	1	0	0	0	1	3	1962	1965
05:00 PM	0	261	22	0	19	0	2	0	7	232	0	0	0	0	0	0	0	543	543
05:15 PM	0	256	27	0	21	0	2	0	5	224	0	0	0	0	0	0	0	535	535
05:30 PM	0	273	30	0	13	0	3	0	10	200	0	2	0	0	0	0	2	529	531
05:45 PM	0	285	38	0	19	0	8	2	7	218	0	2	0	0	0	0	4	575	579
Total	0	1075	117	0	72	0	15	2	29	874	0	4	0	0	0	0	6	2182	2188
Grand Total	0	3385	271	0	463	0	77	7	77	3779	0	17	0	0	0	1	25	8052	8077
Apprch %	0.0	92.6	7.4		85.7	0.0	14.3		2.0	98.0	0.0		0.0	0.0	0.0				
Total %	0.0	42.0	3.4		5.8	0.0	1.0		1.0	46.9	0.0		0.0	0.0	0.0		0.3	99.7	

	HAWTHORNE BOULEVARD Southbound				BLACKHORSE ROAD Westbound				HAWTHORNE BOULEVARD Northbound				DEAD END Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	0	776	31	807	163	0	25	188	17	1177	0	1194	0	0	0	0	2189
Percent	0.0	96.2	3.8		86.7	0.0	13.3		1.4	98.6	0.0		0.0	0.0	0.0		
08:45 Volume	0	183	10	193	49	0	3	52	6	356	0	362	0	0	0	0	607
Peak Factor																	0.902
High Int.	08:30 AM				08:30 AM				08:45 AM				6:45:00 AM				
Volume	0	212	5	217	51	0	10	61	6	356	0	362					
Peak Factor				0.930				0.770				0.825					



	HAWTHORNE BOULEVARD Southbound				BLACKHORSE ROAD Westbound				HAWTHORNE BOULEVARD Northbound				DEAD END Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	0	1075	117	1192	72	0	15	87	29	874	0	903	0	0	0	0	2182
Percent	0.0	90.2	9.8		82.8	0.0	17.2		3.2	96.8	0.0		0.0	0.0	0.0		
05:45 Volume	0	285	38	323	19	0	8	27	7	218	0	225	0	0	0	0	575
Peak Factor																	0.949
High Int.	05:45 PM				05:45 PM				05:00 PM								
Volume	0	285	38	323	19	0	8	27	7	232	0	239					
Peak Factor				0.923				0.806				0.945					





LINSCOTT
LAW &
GREENSPAN
engineers

N

NO SCALE

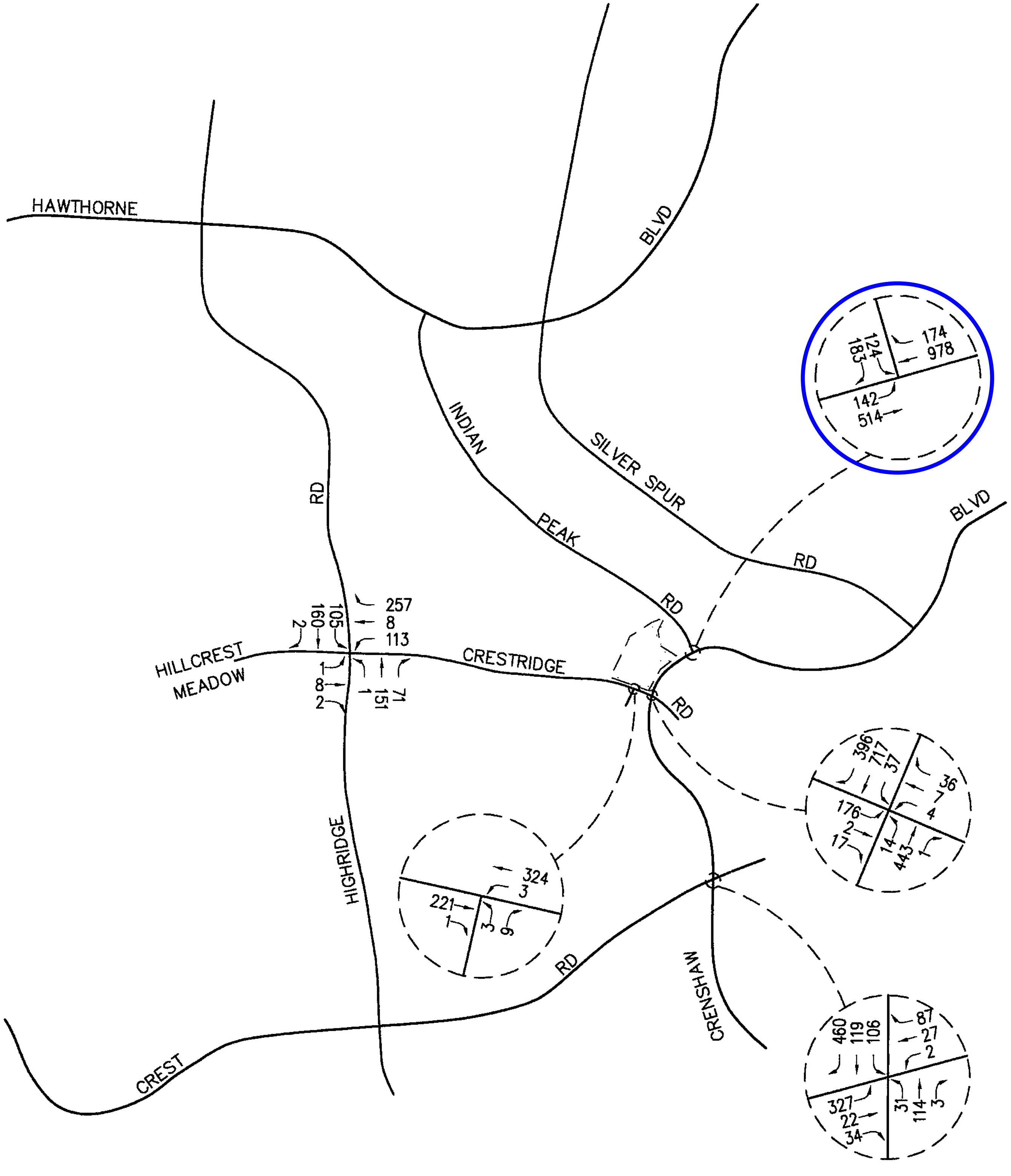
KEY

▨ = PROJECT SITE

FIGURE 3-2

EXISTING AM PEAK HOUR TRAFFIC VOLUMES

SENIOR APARTMENT PROJECT, RANCHO PALOS VERDES



n:\3000\2083051\dwg\3051f3-3.dwg LDP 09:26:18 12-15-2008 leung

LINSCOTT
LAW &
GREENSPAN
engineers

N
NO SCALE

KEY

▨ = PROJECT SITE

FIGURE 3-3

EXISTING PM PEAK HOUR TRAFFIC VOLUMES

SENIOR APARTMENT PROJECT, RANCHO PALOS VERDES

City: RANCHO PALOS VERDES
N-S Direction: CRENSHAW BOULEVARD
E-W Direction: CRESTRIDGE ROAD

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

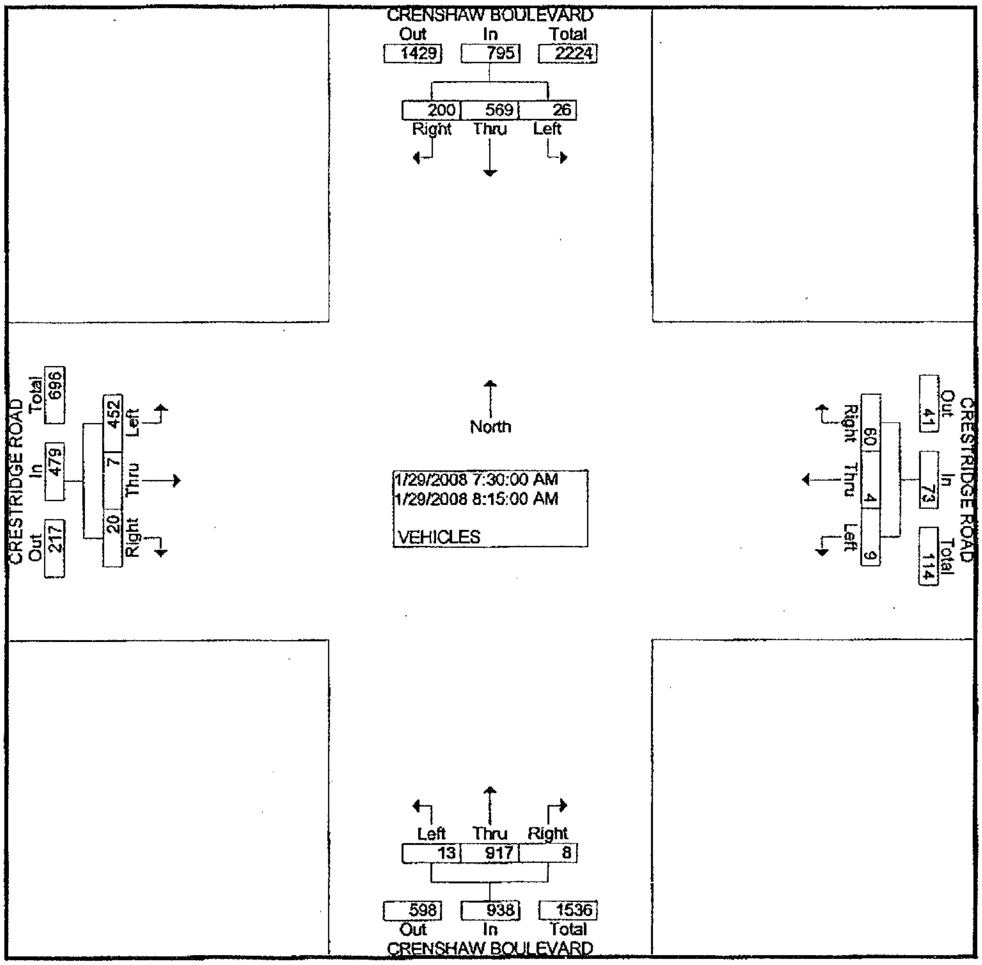
File Name : H0802002
Site Code : 00000000
Start Date : 1/29/2008
Page No : 1

Groups Printed- VEHICLES

	CRENSHAW BOULEVARD Southbound			CRESTRIDGE ROAD Westbound			CRENSHAW BOULEVARD Northbound			CRESTRIDGE ROAD Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	18	58	1	5	0	0	0	123	2	2	2	54	265
07:15 AM	40	74	3	6	1	1	0	155	0	1	1	92	374
07:30 AM	55	202	1	8	2	5	0	271	2	5	5	126	682
07:45 AM	61	151	10	16	1	0	3	304	4	8	1	138	697
Total	174	485	15	35	4	6	3	853	8	16	9	410	2018
08:00 AM	37	114	6	9	0	1	3	169	4	4	1	92	440
08:15 AM	47	102	9	27	1	3	2	173	3	3	0	96	466
08:30 AM	59	91	12	7	2	1	0	179	11	0	1	88	451
08:45 AM	51	111	7	17	1	1	0	183	7	4	2	76	460
Total	194	418	34	60	4	6	5	704	25	11	4	352	1817
*** BREAK ***													
04:00 PM	103	157	11	6	0	1	3	127	1	5	2	60	476
04:15 PM	74	151	7	4	1	1	1	145	0	2	1	56	443
04:30 PM	67	180	14	9	1	3	0	133	4	6	1	57	475
04:45 PM	82	173	7	8	3	0	3	124	3	4	0	48	455
Total	326	661	39	27	5	5	7	529	8	17	4	221	1849
05:00 PM	89	182	8	10	2	1	0	97	2	3	2	58	454
05:15 PM	76	187	10	11	0	2	0	116	4	8	0	45	459
05:30 PM	105	172	9	8	4	0	0	99	4	3	0	34	438
05:45 PM	126	176	10	7	1	1	1	131	4	3	0	39	499
Total	396	717	37	36	7	4	1	443	14	17	2	176	1850
Grand Total	1090	2281	125	158	20	21	16	2529	55	61	19	1159	7534
Apprch %	31.2	65.2	3.6	79.4	10.1	10.6	0.6	97.3	2.1	4.9	1.5	93.5	
Total %	14.5	30.3	1.7	2.1	0.3	0.3	0.2	33.6	0.7	0.8	0.3	15.4	

File Name : H0802002
Site Code : 00000000
Start Date : 1/29/2008
Page No : 2

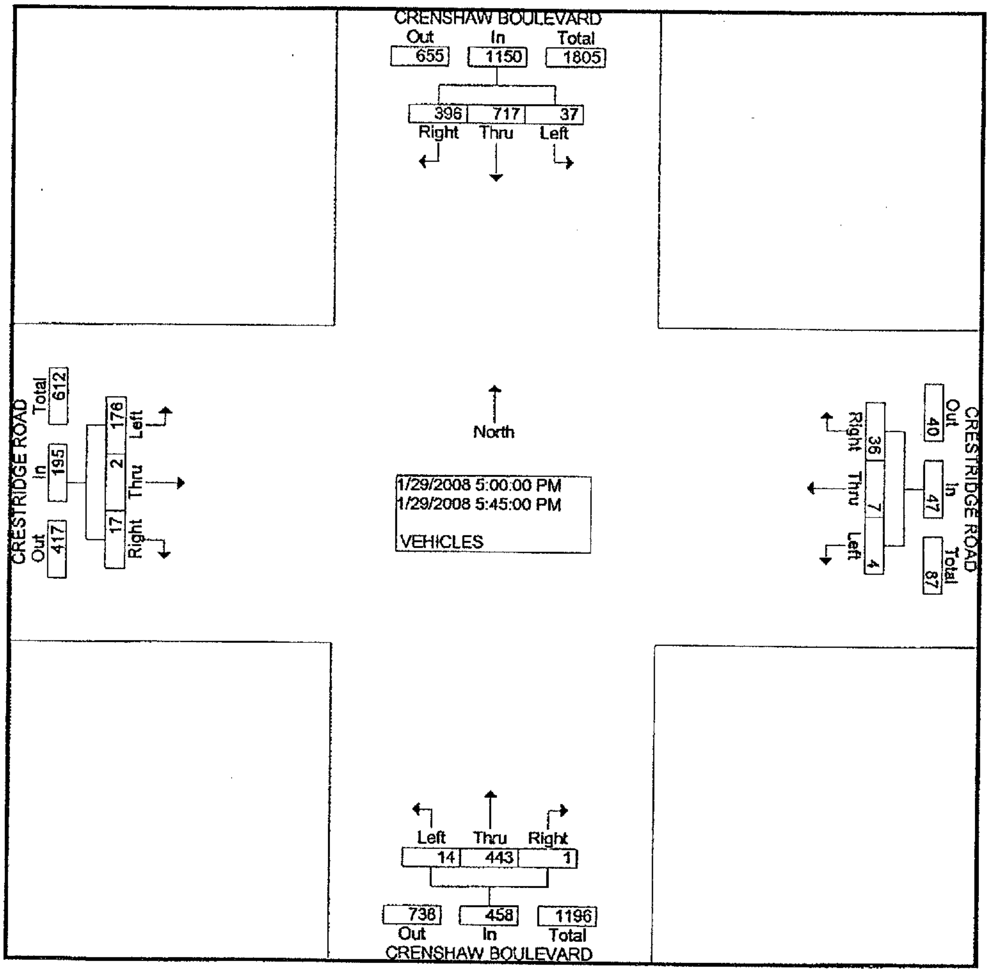
	CRENSHAW BOULEVARD Southbound				CRESTRIDGE ROAD Westbound				CRENSHAW BOULEVARD Northbound				CRESTRIDGE ROAD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	200	569	26	795	60	4	9	73	8	917	13	938	20	7	452	479	2285
Percent	25.2	71.6	3.3		82.2	5.5	12.3		0.9	97.8	1.4		4.2	1.5	94.4		
07:45 Volume	61	151	10	222	16	1	0	17	3	304	4	311	8	1	138	147	697
Peak Factor																	0.820
High Int.	07:30 AM				08:15 AM				07:45 AM				07:45 AM				
Volume	55	202	1	258	27	1	3	31	3	304	4	311	8	1	138	147	
Peak Factor				0.770				0.589				0.754				0.815	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0802002
Site Code : 00000000
Start Date : 1/29/2008
Page No : 3

	CRENSHAW BOULEVARD Southbound				CRESTRIDGE ROAD Westbound				CRENSHAW BOULEVARD Northbound				CRESTRIDGE ROAD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	396	717	37	1150	36	7	4	47	1	443	14	458	17	2	176	195	1850
Percent	34.4	62.3	3.2		76.6	14.9	8.5		0.2	96.7	3.1		8.7	1.0	90.3		
05:45 Volume	126	176	10	312	7	1	1	9	1	131	4	136	3	0	39	42	499
Peak Factor																	0.927
High Int.	05:45 PM				05:00 PM				05:45 PM				05:00 PM				
Volume	126	176	10	312	10	2	1	13	1	131	4	136	3	2	58	63	
Peak Factor				0.921				0.904				0.842				0.774	



A-6

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Crenshaw Blvd

DATE: 04/30/2009

LOCATION: City of Rancho Palos Verdes

E-W STREET: Crest Rd

DAY: THURSDAY

PROJECT# 09-5164-011

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	1.5	1.5	1.5	0.5	1	0	1	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	4	18	0	21	19	37	88	5	5	0	6	13	216
7:15 AM	13	14	0	12	20	63	96	8	8	0	12	20	266
7:30 AM	29	47	1	47	30	97	195	5	44	1	15	51	562
7:45 AM	15	66	3	51	45	81	179	13	58	1	10	36	558
8:00 AM	6	22	1	43	31	59	116	9	10	3	8	21	329
8:15 AM	9	18	0	28	19	56	140	10	12	1	8	35	336
8:30 AM	21	46	2	31	26	57	150	16	13	0	9	29	400
8:45 AM	13	26	0	31	11	42	122	17	17	1	16	24	320
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	110	257	7	264	201	492	1086	83	167	7	84	229	2987

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	59	153	5	169	125	293	630	37	124	6	41	143	1785
PEAK HR. FACTOR:		0.646			0.829			0.791			0.709		0.794

CONTROL: 4-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Crenshaw Blvd

DATE: 04/30/2009

LOCATION: City of Rancho Palos Verdes

E-W STREET: Crest Rd

DAY: THURSDAY

PROJECT# 09-5164-011

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	1.5	1.5	1.5	0.5	1	0	1	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	6	26	1	32	18	92	66	6	2	0	7	16	272
4:15 PM	6	23	2	22	22	101	68	11	6	3	6	23	293
4:30 PM	8	26	1	20	23	100	59	16	4	1	5	23	286
4:45 PM	7	32	2	33	27	80	68	4	9	1	3	23	289
5:00 PM	9	20	0	27	32	125	51	14	15	0	5	14	312
5:15 PM	8	24	0	29	29	114	68	9	9	0	5	14	309
5:30 PM	9	16	1	19	25	113	69	10	12	1	1	13	289
5:45 PM	12	24	1	27	28	103	64	6	7	1	5	29	307
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	65	191	8	209	204	828	513	76	64	7	37	155	2357

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	38	84	2	102	114	455	252	39	43	2	16	70	1217
PEAK HR. FACTOR:		0.838			0.912			0.918			0.629		0.975

CONTROL: 4-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Forrestal Dr

DATE: 04/30/2009

LOCATION: City of Rancho Palos Verdes

E-W STREET: Palos Verdes Dr South

DAY: THURSDAY

PROJECT# 09-5164-015

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	1	0	1	0	1	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0		2	10	0	5	2	58	2	4	125	4	212
7:15 AM	0		1	10	0	7	0	75	0	2	198	1	294
7:30 AM	1		3	10	0	9	2	96	2	2	212	7	344
7:45 AM	0		0	13	0	10	8	131	1	8	193	9	373
8:00 AM	0		1	12	0	3	7	136	3	3	176	8	349
8:15 AM	0		2	18	0	6	4	132	0	9	153	16	340
8:30 AM	2		2	13	1	5	9	97	3	6	120	22	280
8:45 AM	0		2	23	0	10	9	99	3	7	128	14	295
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	3	0	13	109	1	55	41	824	14	41	1305	81	2487

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	1	0	6	53	0	28	21	495	6	22	734	40	1406
PEAK HR. FACTOR:	0.438			0.844			0.894			0.900			0.942

CONTROL: 2-Way Stop (NS)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Forrestal Dr

DATE: 04/30/2009

LOCATION: City of Rancho Palos Verdes

E-W STREET: Palos Verdes Dr South

DAY: THURSDAY

PROJECT# 09-5164-015

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	1	0	1	0	1	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	1	1	5	13	1	5	5	156	4	1	76	9	277
4:15 PM	6	1	6	15	1	3	8	136	6	4	104	22	312
4:30 PM	4	0	7	24	1	11	2	149	3	8	104	16	329
4:45 PM	1	0	7	17	0	2	7	136	2	4	125	13	314
5:00 PM	3	0	5	10	2	7	4	144	4	3	101	16	299
5:15 PM	4	0	8	13	1	4	3	137	2	5	127	24	328
5:30 PM	2	0	4	23	0	3	12	140	2	5	120	15	326
5:45 PM	3	0	3	14	0	0	6	116	3	2	92	18	257
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	24	2	45	129	6	35	47	1114	26	32	849	133	2442

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	12	0	27	64	4	24	16	566	11	20	457	69	1270
PEAK HR. FACTOR:		0.813			0.639			0.963			0.875		0.965

CONTROL: 2-Way Stop (NS)

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Palos Verdes Dr E
DATE: 11/01/2005
LOCATION: City of Rancho Palos Verd

E-W STREET: Miraleste Dr
DAY: TUESDAY
PROJECT# 05-2427-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	1	1	0	0	0	0	1	0	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		38	51	33	36			0	0	28	0	69	255
7:15 AM		73	45	53	40			0	0	28	0	99	338
7:30 AM		63	54	82	60			0	0	31	0	168	458
7:45 AM		113	47	127	80			0	0	34	0	105	506
8:00 AM		133	33	88	108			0	0	44	0	67	473
8:15 AM		88	46	82	103			0	0	47	0	76	442
8:30 AM		64	66	47	106			0	0	86	2	71	442
8:45 AM		72	66	52	74			0	0	76	0	69	409
9:00 AM		43	54	51	47			0	0	38	0	52	285
9:15 AM		48	34	47	44			1	2	44	1	47	268
9:30 AM		46	43	54	40			0	0	50	0	44	277
9:45 AM		43	30	41	28			0	0	40	0	39	221
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES =	0	824	569	757	766	0	0	1	2	546	3	906	4374

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	0	397	180	379	351	0	0	0	0	156	0	416	1879
PEAK HR. FACTOR:		0.869			0.882			0.000			0.719		0.928

CONTROL: 1 WAY STOP (W)

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Palos Verdes Dr E
DATE: 11/01/2005
LOCATION: City of Rancho Palos Verd

E-W STREET: Miraleste Dr
DAY: TUESDAY
PROJECT# 05-2427-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	1	1	0	0	0	0	1	0	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	1	46	55	97	49	0				47		74	369
4:15 PM	0	66	41	98	70	0				54		54	383
4:30 PM	0	45	34	97	39	1				60		45	321
4:45 PM	0	27	26	94	45	0				68		91	351
5:00 PM	0	35	31	128	53	0				80		105	432
5:15 PM	0	41	63	105	53	0				74		78	414
5:30 PM	0	35	37	92	49	0				71		77	361
5:45 PM	0	31	33	107	31	0				61		68	331
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES =	1	326	320	818	389	1	0	0	0	515	0	592	2962

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	0	138	157	419	200	0	0	0	0	293	0	351	1558
PEAK HR. FACTOR:		0.709			0.855			0.000			0.870		0.902

CONTROL: 1 WAY STOP (W)

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Crest Dr/College Entrance
DATE: 11/01/2005
LOCATION: City of Rancho Palos Verd

E-W STREET: Palos Verdes Dr E
DAY: TUESDAY
PROJECT# 05-2427-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	1	1	2	0	1	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	1	0	1	26	2	7	7	34	4	19	27	17	145
7:15 AM	0	0	4	31	1	6	6	42	4	10	31	15	150
7:30 AM	0	0	1	34	1	5	4	47	2	16	23	11	144
7:45 AM	1	0	2	33	1	6	10	64	8	31	27	15	198
8:00 AM	1	0	3	30	0	3	7	50	6	18	44	41	203
8:15 AM	0	0	1	36	2	11	14	57	6	18	32	49	226
8:30 AM	0	0	2	89	2	12	22	45	8	32	28	92	332
8:45 AM	5	0	9	59	2	11	5	33	11	71	13	26	245
9:00 AM	4	2	15	15	0	3	5	38	4	28	18	14	146
9:15 AM	2	2	4	17	0	5	5	26	2	19	17	11	110
9:30 AM	1	0	2	15	1	3	7	37	9	23	21	13	132
9:45 AM	4	0	8	19	1	5	8	23	7	15	18	16	124
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	19	4	52	404	13	77	100	496	71	300	299	320	2155

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	6	0	15	214	6	37	48	185	31	139	117	208	1006
PEAK HR. FACTOR:		0.375			0.624			0.857			0.763		0.758

CONTROL: SIGNALIZED

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Crest Dr/College Entrance
DATE: 11/01/2005
LOCATION: City of Rancho Palos Verd

E-W STREET: Palos Verdes Dr E
DAY: TUESDAY
PROJECT# 05-2427-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	1	1	2	0	1	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	5	1	31	24	1	5	6	25	4	8	41	19	170
4:15 PM	3	1	24	17	1	9	5	35	4	6	31	25	161
4:30 PM	4	0	19	21	1	3	3	20	2	8	30	25	136
4:45 PM	6	0	9	15	0	8	7	22	3	5	50	24	149
5:00 PM	10	0	18	17	0	4	8	31	1	5	38	27	159
5:15 PM	11	2	43	20	1	3	2	32	5	9	58	32	218
5:30 PM	6	0	27	19	0	9	5	18	1	11	41	20	157
5:45 PM	8	0	25	11	0	1	8	22	1	9	39	16	140
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	53	4	196	144	4	42	44	205	21	61	328	188	1290

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	33	2	97	71	1	24	22	103	10	30	187	103	683
PEAK HR. FACTOR:		0.589			0.857			0.844			0.808		0.783

CONTROL: SIGNALIZED

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Palos Verdes East

DATE: 04/30/2009

LOCATION: City of Rancho Palos Verdes

E-W STREET: Palos Verdes South

DAY: THURSDAY

PROJECT# 09-5164-016

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	1	1	0	0	1	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM				3	0	12	4	66			118	8	211
7:15 AM				8	0	30	10	70			165	9	292
7:30 AM				2	0	52	17	93			170	9	343
7:45 AM				5	0	29	56	95			169	18	372
8:00 AM				7	0	42	56	104			138	12	359
8:15 AM				5	0	34	34	121			143	9	346
8:30 AM				6	1	31	24	92			122	15	291
8:45 AM				14	0	31	34	96			125	17	317
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	0	0	50	1	261	235	737	0	0	1150	97	2531

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	0	0	0	19	0	157	163	413	0	0	620	48	1420
PEAK HR. FACTOR:		0.000			0.815			0.900			0.893		0.954

CONTROL: 1-Way Stop (WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Palos Verdes East
DATE: 04/30/2009
LOCATION: City of Rancho Palos Verdes

E-W STREET: Palos Verdes South
DAY: THURSDAY
PROJECT# 09-5164-016

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	1	1	0	0	1	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM				14	0	12	35	136			66	9	272
4:15 PM				6	0	32	29	144			100	12	323
4:30 PM				7	0	31	28	146			103	9	324
4:45 PM				13	1	36	21	151			116	14	352
5:00 PM				14	0	18	19	116			101	10	278
5:15 PM				10	0	16	27	138			129	12	332
5:30 PM				15	0	29	28	142			115	3	332
5:45 PM				10	4	20	27	126			106	7	300
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	0	0	89	5	194	214	1099	0	0	836	76	2513

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	0	0	0	52	1	99	95	547	0	0	461	39	1294
PEAK HR. FACTOR:		0.000			0.760			0.933			0.887		0.919

CONTROL: 1-Way Stop (WB)

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Miraleste Dr
DATE: 11/8/2005
LOCATION: City of Rancho Palos Verd

E-W STREET: 1st St
DAY: TUESDAY
PROJECT# 05-2427-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	1	1	0	0	0	0	0	0	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		48	18	48	22					3		29	168
7:15 AM		65	22	55	24					6		26	198
7:30 AM		70	31	93	27					5		48	274
7:45 AM		89	25	100	39					4		52	309
8:00 AM		65	24	70	50					10		30	249
8:15 AM		60	23	79	47					7		34	250
8:30 AM		48	28	69	42					4		35	226
8:45 AM		52	21	66	36					5		42	222
9:00 AM		45	15	52	34					8		45	199
9:15 AM		70	8	51	34					7		56	226
9:30 AM		45	7	44	30					4		46	176
9:45 AM		43	2	41	34					1		30	151
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	700	224	768	419	0	0	0	0	64	0	473	2648

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	0	284	103	342	163	0	0	0	0	26	0	164	1082
PEAK HR. FACTOR:		0.849			0.908			0.000			0.848		0.875

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Miraleste Dr

E-W STREET: 1st St

DATE: 11/8/2005

DAY: TUESDAY

LOCATION: City of Rancho Palos Verd

PROJECT# 05-2427-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	1	1	0	0	0	0	0	0	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		48	5	41	64					6		60	224
4:15 PM		55	9	56	90					10		68	288
4:30 PM		59	8	56	85					12		44	264
4:45 PM		55	10	42	90					10		42	249
5:00 PM		71	13	52	96					9		39	280
5:15 PM		66	13	49	101					13		49	291
5:30 PM		51	8	42	94					8		35	238
5:45 PM		38	7	26	81					6		30	188
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES =	0	443	73	364	701	0	0	0	0	74	0	367	2022

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	0	251	44	199	372	0	0	0	0	44	0	174	1084
PEAK HR. FACTOR:		0.878			0.952			0.000			0.879		0.931

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Western Ave
DATE: 11/3/2005
LOCATION: City of Rancho Palos Verd

E-W STREET: Toscanini Dr
DAY: THURSDAY
PROJECT# 05-2427-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	11	283	3	4	198	2	17	4	41	13	7	9	592
7:15 AM	12	300	4	2	223	2	19	8	78	17	14	11	690
7:30 AM	20	337	4	1	236	2	21	10	94	26	22	15	788
7:45 AM	14	359	5	4	217	5	14	2	55	21	10	11	717
8:00 AM	13	386	8	9	202	6	11	1	22	17	1	9	685
8:15 AM	11	330	8	3	218	4	10	3	18	14	2	7	628
8:30 AM	11	368	12	7	209	5	13	1	27	9	2	10	674
8:45 AM	6	346	9	3	185	4	11	7	18	12	2	11	614
9:00 AM	6	329	8	3	194	4	10	4	15	12	0	7	592
9:15 AM	12	313	5	2	191	2	14	3	16	10	1	7	576
9:30 AM	10	309	6	4	177	7	10	5	18	14	3	9	572
9:45 AM	8	294	5	2	199	2	7	3	12	10	1	5	548
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES =	134	3954	77	44	2449	45	157	51	414	175	65	111	7676

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	59	1382	21	16	878	15	65	21	249	81	47	46	2880
PEAK HR. FACTOR:		0.898			0.951			0.670			0.690		0.914

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Western Ave

DATE: 11/3/2005

LOCATION: City of Rancho Palos Verd

E-W STREET: Toscanini Dr

DAY: THURSDAY

PROJECT# 05-2427-008

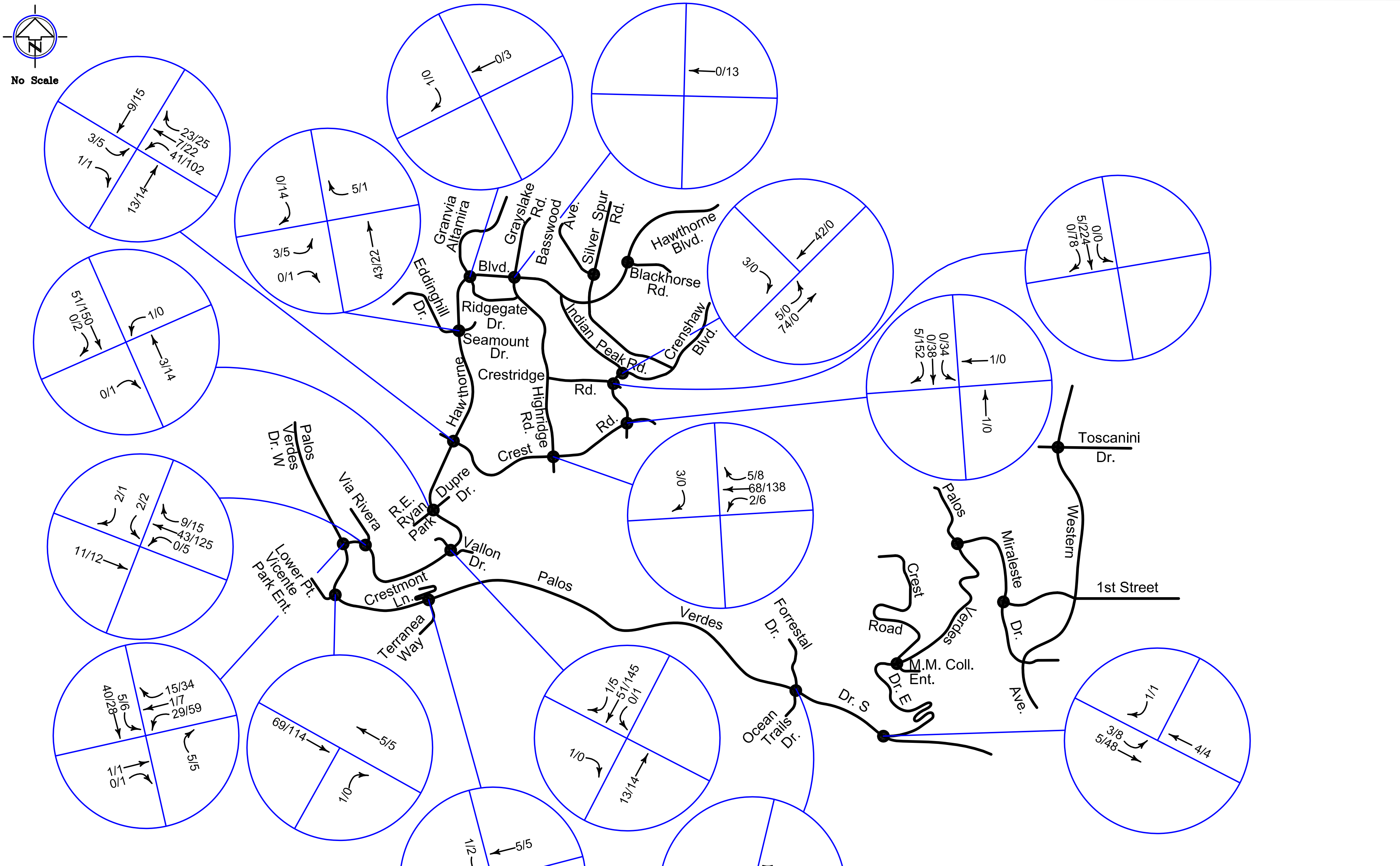
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	16	274	8	6	300	2	4	5	12	8	0	5	640
4:15 PM	14	305	11	10	322	4	4	4	14	6	4	7	705
4:30 PM	20	319	16	13	340	4	6	6	23	12	2	7	768
4:45 PM	14	295	14	14	347	3	8	4	17	14	0	5	735
5:00 PM	18	325	14	11	361	5	5	1	18	11	0	4	773
5:15 PM	10	300	19	11	327	4	12	2	14	16	2	3	720
5:30 PM	9	289	10	6	358	3	5	4	14	10	3	4	715
5:45 PM	12	286	9	14	350	2	9	5	10	10	2	9	718
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	113	2393	101	85	2705	27	53	31	122	87	13	44	5774

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	62	1239	63	49	1375	16	31	13	72	53	4	19	2996
PEAK HR. FACTOR:		0.955			0.955			0.829			0.905		0.969

CONTROL: Signalized



LEGEND

● = STUDY INTERSECTION

123/456 = AM/PM Peak Hour Traffic Volumes

Note: These were added to existing volumes

Adjustments to Existing
AM/PM Peak Hour Volumes
For Flow Conservation
EXHIBIT D-1

WILLDAN Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes

APPENDIX E

Existing Conditions Analysis

```
--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                             Existing Conditions
                                AM Peak Hour
--------------------------------------------------------------------------------

                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #1 Palos Verdes Dr. W/Hawthorne Blvd.-Via Vicente
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.698
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60                Level Of Service:                  B
********************************************************************************
Street Name:     Palos Verdes Drive West         Hawthorne Blvd.-Via Vicente
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0    0    0     0    0    0     0    0    0     0
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
Lanes:        1  0  2  0  1    1  0  1  1  0    0  1  0  1  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      12  483   340  217  322     6   10   34     4  162   21   268
Growth Adj:  1.01 1.01  1.01 1.01 1.01  1.01 1.01 1.01  1.01 1.01 1.01  1.01
Initial Bse:   12  486   342  218  324     6   10   34     4  163   21   270
Added Vol:      0    0     0    0    0     0    0    0     0    0    0     0
Flow Consrv:    0    0     5    5   40     0    0    1     0   29    1    15
Initial Fut:   12  486   347  223  364     6   10   35     4  192   22   285
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92  0.92
PHF Volume:    13  528   377  243  396     7   11   38     4  209   24   310
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:   13  528   377  243  396     7   11   38     4  209   24   310
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:   13  528   377  243  396     7   11   38     4  209   24   310
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600 1600 1600  1600 1600 1600  1600 1600 1600  1600
Adjustment:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:       1.00 2.00  1.00 1.00 1.97  0.03 0.41 1.43  0.16 1.79 0.21  1.00
Final Sat.:  1600 3200  1600 1600 3148    52  653 2286   261 2869  331  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.17  0.24 0.15 0.13  0.13 0.02 0.02  0.02 0.07 0.07  0.19
Crit Moves:             ****  ****                   ****                  ****
********************************************************************************
```

```
--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                              Existing Conditions
                                 PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #1 Palos Verdes Dr. W/Hawthorne Blvd.-Via Vicente
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.559
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60                Level Of Service:                  A
********************************************************************************
Street Name:     Palos Verdes Drive West         Hawthorne Blvd.-Via Vicente
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  1    1  0  1  1  0    0  1  0  1  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       7  275   215   217  322     6     5   33     7   291   37   171
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:    7  277   216   218  324     6     5   33     7   293   37   172
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Flow Consrv:    0    0     5     6   28     0     0    1     1    59    7    34
Initial Fut:    7  277   221   224  352     6     5   34     8   352   44   206
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:     8  301   241   244  383     7     5   37     9   382   48   224
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    8  301   241   244  383     7     5   37     9   382   48   224
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    8  301   241   244  383     7     5   37     9   382   48   224
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 1.97  0.03  0.21 1.45  0.34  1.78 0.22  1.00
Final Sat.:  1600 3200  1600  1600 3146    54   341 2315   544  2843  357  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.09  0.15  0.15 0.12  0.12  0.02 0.02  0.02  0.13 0.13  0.14
Crit Moves:             ****  ****                        ****              ****
********************************************************************************
```

```
--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                              Existing Conditions
                                 AM Peak Hour
--------------------------------------------------------------------------------

                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #2 Palos Verdes Dr. W-Palos Verdes Dr. S/Lower Pt. Vicente Park Ent
********************************************************************************
Average Delay (sec/veh):      0.1       Worst Case Level Of Service: B[ 14.9]
********************************************************************************
Street Name:Palos Verdes Drive West - Palos V    Lower Pt. Vicente Park Ent.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        1  0  2  0  0    0  0  1  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       3  802     0     0  476     0     3    0     4     0    0     0
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:    3  807     0     0  479     0     3    0     4     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Flow Consrv:    0    5     0     0   69     0     0    0     0     0    0     0
Initial Fut:    3  812     0     0  548     0     3    0     4     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:     3  883     0     0  596     0     3    0     4     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    3  883     0     0  596     0     3    0     4     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8  6.5   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  596 xxxx xxxxx  xxxx xxxx xxxxx  1044 1485   298  xxxx xxxx xxxxx
Potent Cap.:  991 xxxx xxxxx  xxxx xxxx xxxxx   228  126   704  xxxx xxxx xxxxx
Move Cap.:    991 xxxx xxxxx  xxxx xxxx xxxxx   227  125   704  xxxx xxxx xxxxx
Volume/Cap:  0.00 xxxx  xxxx  xxxx xxxx  xxxx  0.01 0.00  0.01  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  371 xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.1 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 14.9 xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    B     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             14.9            xxxxxx
ApproachLOS:         *                *                B                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

```
--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                             Existing Conditions
                                PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
          2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #2 Palos Verdes Dr. W-Palos Verdes Dr. S/Lower Pt. Vicente Park Ent
********************************************************************************
Average Delay (sec/veh):      0.4       Worst Case Level Of Service: C[ 17.9]
********************************************************************************
Street Name:Palos Verdes Drive West - Palos V    Lower Pt. Vicente Park Ent.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        1  0  2  0  0    0  0  1  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       4  486     0      0  583     0     16    0    10      0    0     0
Growth Adj:  1.01 1.01  1.01   1.01 1.01  1.01   1.01 1.01  1.01   1.01 1.01  1.01
Initial Bse:    4  489     0      0  587     0     16    0    10      0    0     0
Added Vol:      0    0     0      0    0     0      0    0     0      0    0     0
Flow Consrv:    0    5     0      0  114     0      0    0     1      0    0     0
Initial Fut:    4  494     0      0  701     0     16    0    11      0    0     0
User Adj:    1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92   0.92 0.92  0.92   0.92 0.92  0.92   0.92 0.92  0.92
PHF Volume:     4  537     0      0  762     0     18    0    12      0    0     0
Reduct Vol:     0    0     0      0    0     0      0    0     0      0    0     0
FinalVolume:    4  537     0      0  762     0     18    0    12      0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8  6.5   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  762 xxxx xxxxx  xxxx xxxx xxxxx  1039 1308   381  xxxx xxxx xxxxx
Potent Cap.:  860 xxxx xxxxx  xxxx xxxx xxxxx   230  161   623  xxxx xxxx xxxxx
Move Cap.:    860 xxxx xxxxx  xxxx xxxx xxxxx   229  160   623  xxxx xxxx xxxxx
Volume/Cap:  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.08 0.00  0.02  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  9.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  308 xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.3 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 17.9 xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    C     *     *    *     *
ApproachDel:     xxxxxx           xxxxxx             17.9           xxxxxx
ApproachLOS:        *                *                 C                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

```
--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                              Existing Conditions
                                 AM Peak Hour
--------------------------------------------------------------------------------

                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #3 Via Rivera/Hawthorne Blvd.
********************************************************************************
Average Delay (sec/veh):      1.0       Worst Case Level Of Service: B[ 12.7]
********************************************************************************
Street Name:            Via Rivera                       Hawthorne Blvd.
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  1    0  1  0  0  1    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0    10    0    59    60  676     0     1  480   162
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:    0    0     0    10    0    59    60  680     0     1  483   163
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Flow Consrv:    0    0     0     2    0     2     0   11     0     0   43     9
Initial Fut:    0    0     0    12    0    61    60  691     0     1  526   172
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:     0    0     0    13    0    67    66  752     0     1  572   187
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    13    0    67    66  752     0     1  572   187
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9   6.8  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   376  1081 1457   286   759 xxxx xxxxx   752 xxxx xxxxx
Potent Cap.: xxxx xxxx   628   216  131   717   862 xxxx xxxxx   867 xxxx xxxxx
Move Cap.:   xxxx xxxx   628   203  121   717   862 xxxx xxxxx   867 xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.00  0.06 0.00  0.09  0.08 xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    xxxx xxxx xxxxx  xxxx xxxx   0.3   0.2 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx  10.5   9.5 xxxx xxxxx   9.2 xxxx xxxxx
LOS by Move:     *    *     *     *    *     B     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx   203 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx  24.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:      *    *     *     C    *     *     *    *     *     *    *     *
ApproachDel:     xxxxxx            12.7            xxxxxx            xxxxxx
ApproachLOS:          *                B                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

```
--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                              Existing Conditions
                                 PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #3 Via Rivera/Hawthorne Blvd.
********************************************************************************
Average Delay (sec/veh):      1.9       Worst Case Level Of Service: D[ 25.1]
********************************************************************************
Street Name:            Via Rivera                         Hawthorne Blvd.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  1    0  1  0  0  1    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0    57    0    14    30  458     0    25  480    69
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:    0    0     0    57    0    14    30  461     0    25  483    69
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Flow Consrv:    0    0     0     2    0     1     0   11     0     5  125    15
Initial Fut:    0    0     0    59    0    15    30  472     0    30  608    84
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:     0    0     0    65    0    16    33  513     0    33  661    92
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    65    0    16    33  513     0    33  661    92
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9   6.8  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   257  1049 1305   331   753 xxxx xxxxx   513 xxxx xxxxx
Potent Cap.: xxxx xxxx   749   226  162   671   866 xxxx xxxxx  1063 xxxx xxxxx
Move Cap.:   xxxx xxxx   749   215  151   671   866 xxxx xxxxx  1063 xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.00  0.30 0.00  0.02  0.04 xxxx  xxxx  0.03 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   0.1   0.1 xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx  10.5   9.3 xxxx xxxxx   8.5 xxxx xxxxx
LOS by Move:     *    *     *     *    *     B     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx   215 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx   1.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx  28.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:      *    *     *     D    *     *     *    *     *     *    *     *
ApproachDel:     xxxxxx            25.1            xxxxxx            xxxxxx
ApproachLOS:          *                 D                 *                 *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                              Existing Conditions
                                 AM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #4 Hawthorne Blvd./Eddinghill Dr.-Seamount Dr.
********************************************************************************
Cycle (sec):          100               Critical Vol./Cap.(X):        0.605
Loss Time (sec):       10               Average Delay (sec/veh):     xxxxxx
Optimal Cycle:         60               Level Of Service:                 B
********************************************************************************
Street Name:          Hawthorne Blvd.             Eddinghill Dr.-Seamount Dr.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:    0    0     0    0    0     0    0    0     0    0    0     0
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
Lanes:        1  0  2  0  1    1  0  2  0  1    0  0  1! 0  0    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      52  656     7   40  461    94  195   13    45   11   20    79
Growth Adj:  1.01 1.01  1.01 1.01 1.01  1.01 1.01 1.01  1.01 1.01 1.01  1.01
Initial Bse:   52  660     7   40  464    95  196   13    45   11   20    80
Added Vol:      0    0     0    0    0     0    0    0     0    0    0     0
Flow Consrv:    0   43     0    0    0     0   13    0     0    0    0     5
Initial Fut:   52  703     7   40  464    95  209   13    45   11   20    85
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92  0.92
PHF Volume:    57  764     8   44  504   103  227   14    49   12   22    92
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:   57  764     8   44  504   103  227   14    49   12   22    92
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:   57  764     8   44  504   103  227   14    49   12   22    92
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600 1600 1600  1600 1600 1600  1600 1600 1600  1600
Adjustment:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:       1.00 2.00  1.00 1.00 2.00  1.00 0.78 0.05  0.17 0.35 0.65  1.00
Final Sat.:  1600 3200  1600 1600 3200  1600 1251   78   271  568 1032  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.24  0.00 0.03 0.16  0.06 0.18 0.18  0.18 0.02 0.02  0.06
Crit Moves:       ****       ****                    ****                   ****
********************************************************************************
```

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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                             Existing Conditions
                                PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #4 Hawthorne Blvd./Eddinghill Dr.-Seamount Dr.
********************************************************************************
Cycle (sec):         100               Critical Vol./Cap.(X):         0.507
Loss Time (sec):      10               Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60               Level Of Service:                  A
********************************************************************************
Street Name:          Hawthorne Blvd.            Eddinghill Dr.-Seamount Dr.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0    0    0     0    0    0     0    0    0     0
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
Lanes:        1  0  2  0  1    1  0  2  0  1    0  0  1! 0  0    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      31  491     7   55  715   168  113    8    38    6   13    24
Growth Adj:  1.01 1.01  1.01 1.01 1.01  1.01 1.01 1.01  1.01 1.01 1.01  1.01
Initial Bse:   31  494     7   55  720   169  114    8    38    6   13    24
Added Vol:      0    0     0    0    0     0    0    0     0    0    0     0
Flow Consrv:    0   22     0    0   14     0    5    0     1    0    0    11
Initial Fut:   31  516     7   55  734   169  119    8    39    6   13    35
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92  0.92
PHF Volume:    34  561     8   60  797   184  129    9    43    7   14    38
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:   34  561     8   60  797   184  129    9    43    7   14    38
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:   34  561     8   60  797   184  129    9    43    7   14    38
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600 1600 1600  1600 1600 1600  1600 1600 1600  1600
Adjustment:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:       1.00 2.00  1.00 1.00 2.00  1.00 0.71 0.05  0.24 0.32 0.68  1.00
Final Sat.:  1600 3200  1600 1600 3200  1600 1144   78   378  505 1095  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.18  0.00 0.04 0.25  0.11 0.11 0.11  0.11 0.01 0.01  0.02
Crit Moves:  ****                 ****                      ****             ****
********************************************************************************
```

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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                               Existing Conditions
                                  AM Peak Hour
--------------------------------------------------------------------------------

                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #5 Hawthorne Blvd./Crest Rd.
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.623
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60                Level Of Service:                  B
********************************************************************************
Street Name:         Hawthorne Blvd.                        Crest Rd.
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Protected         Protected         Protected
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  1    1  0  2  0  1    1  0  1  1  0    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      16  487   304   117  392    82    99  103    35   233   43   127
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:   16  490   306   118  395    83   100  104    35   235   43   128
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Flow Consrv:    0   13     0     0    9     0     3    0     1    41    7    23
Initial Fut:   16  503   306   118  404    83   103  104    36   276   50   151
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    18  547   333   128  439    90   112  113    39   299   55   164
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   18  547   333   128  439    90   112  113    39   299   55   164
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   18  547   333   128  439    90   112  113    39   299   55   164
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 1.48  0.52  1.00 1.00  1.00
Final Sat.:  1600 3200  1600  1600 3200  1600  1600 2371   829  1600 1600  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.17  0.21  0.08 0.14  0.06  0.07 0.05  0.05  0.19 0.03  0.10
Crit Moves:             ****  ****                   ****        ****
********************************************************************************
```

```
--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                              Existing Conditions
                                 PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #5 Hawthorne Blvd./Crest Rd.
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.563
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60                Level Of Service:                  A
********************************************************************************
Street Name:         Hawthorne Blvd.                      Crest Rd.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  1    1  0  2  0  1    1  0  1  1  0    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      26  367   165    50  483   120   117   58    20   262   63    63
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:   26  369   166    50  486   121   118   58    20   264   63    63
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Flow Consrv:    0   14     0     0   15     0     5    0     1   102   22    25
Initial Fut:   26  383   166    50  501   121   123   58    21   366   85    88
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    28  417   181    55  545   131   133   63    23   398   93    96
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   28  417   181    55  545   131   133   63    23   398   93    96
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   28  417   181    55  545   131   133   63    23   398   93    96
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 1.47  0.53  1.00 1.00  1.00
Final Sat.:  1600 3200  1600  1600 3200  1600  1600 2350   850  1600 1600  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.13  0.11  0.03 0.17  0.08  0.08 0.03  0.03  0.25 0.06  0.06
Crit Moves:  ****                  ****             ****        ****
********************************************************************************
```

```
--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                              Existing Conditions
                                 AM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #6 Hawthorne Blvd./Dupree Dr.-RE Ryan Comm Park
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.401
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60                Level Of Service:                  A
********************************************************************************
Street Name:         Hawthorne Blvd.            Dupree Dr.-RE Ryan Comm Park
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  1    1  0  1  1  0    0  1  0  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  803    19     3  631     1     1    0     0    20    1     6
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:    0  808    19     3  635     1     1    0     0    20    1     6
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Flow Consrv:    0   13     0     0   51     0     0    0     0     1    0     0
Initial Fut:    0  821    19     3  686     1     1    0     0    21    1     6
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:     0  893    21     3  746     1     1    0     0    23    1     7
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  893    21     3  746     1     1    0     0    23    1     7
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  893    21     3  746     1     1    0     0    23    1     7
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 1.99  0.01  1.00 0.00  1.00  0.75 0.04  0.21
Final Sat.:  1600 3200  1600  1600 3195     5  1600    0  1600  1200   57   343
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.28  0.01  0.00 0.23  0.23  0.00 0.00  0.00  0.02 0.02  0.02
Crit Moves:       ****        ****              ****              ****
********************************************************************************
```

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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                              Existing Conditions
                                 PM Peak Hour
--------------------------------------------------------------------------------

                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #6 Hawthorne Blvd./Dupree Dr.-RE Ryan Comm Park
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.407
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60                Level Of Service:                  A
********************************************************************************
Street Name:         Hawthorne Blvd.            Dupree Dr.-RE Ryan Comm Park
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  1    1  0  1  1  0    0  1  0  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      22  519    10     6  601    47     9    2    13     8    0     5
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:   22  522    10     6  605    47     9    2    13     8    0     5
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Flow Consrv:    0   14     0     0  150     2     0    0     1     0    0     0
Initial Fut:   22  536    10     6  755    49     9    2    14     8    0     5
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    24  583    11     7  821    54    10    2    15     9    0     5
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   24  583    11     7  821    54    10    2    15     9    0     5
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   24  583    11     7  821    54    10    2    15     9    0     5
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 1.88  0.12  0.82 0.18  1.00  0.62 0.00  0.38
Final Sat.:  1600 3200  1600  1600 3004   196  1309  291  1600   985    0   615
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.18  0.01  0.00 0.27  0.27  0.01 0.01  0.01  0.01 0.00  0.01
Crit Moves:  ****                   ****                  ****              ****
********************************************************************************
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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                              Existing Conditions
                                 AM Peak Hour
--------------------------------------------------------------------------------

                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #7 Hawthorne Blvd./Vallon Dr.
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.410
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60                Level Of Service:                  A
********************************************************************************
Street Name:         Hawthorne Blvd.                     Vallon Dr.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:    0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  1    1  0  2  0  1    0  1  0  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      14  815     6     1  648    10    23    1    21    11    2     1
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:   14  820     6     1  652    10    23    1    21    11    2     1
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Flow Consrv:    0   13     0     0   51     1     0    0     1     0    0     0
Initial Fut:   14  833     6     1  703    11    23    1    22    11    2     1
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    15  906     7     1  764    12    25    1    24    12    2     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   15  906     7     1  764    12    25    1    24    12    2     1
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   15  906     7     1  764    12    25    1    24    12    2     1
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  0.96 0.04  1.00  0.79 0.14  0.07
Final Sat.:  1600 3200  1600  1600 3200  1600  1533   67  1600  1257  229   114
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.28  0.00  0.00 0.24  0.01  0.02 0.02  0.02  0.01 0.01  0.01
Crit Moves:       ****        ****             ****             ****
********************************************************************************
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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                              Existing Conditions
                                 PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #7 Hawthorne Blvd./Vallon Dr.
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.368
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60                Level Of Service:                  A
********************************************************************************
Street Name:         Hawthorne Blvd.                      Vallon Dr.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  1    1  0  2  0  1    0  1  0  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      10  517     2     3  575    33    13    0     7     6    0     3
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:   10  520     2     3  579    33    13    0     7     6    0     3
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Flow Consrv:    0   14     0     1  145     5     0    0     0     0    0     0
Initial Fut:   10  534     2     4  724    38    13    0     7     6    0     3
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    11  581     2     4  787    42    14    0     8     7    0     3
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   11  581     2     4  787    42    14    0     8     7    0     3
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   11  581     2     4  787    42    14    0     8     7    0     3
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 0.00  1.00  0.67 0.00  0.33
Final Sat.:  1600 3200  1600  1600 3200  1600  1600    0  1600  1067    0   533
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.18  0.00  0.00 0.25  0.03  0.01 0.00  0.00  0.01 0.00  0.01
Crit Moves:  ****                  ****        ****                        ****
********************************************************************************
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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                              Existing Conditions
                                 AM Peak Hour
--------------------------------------------------------------------------------

                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #8 Palos Verdes Dr. S/Crestmont Ln.-Terranea Wy.
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.387
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60                Level Of Service:                  A
********************************************************************************
Street Name:    Crestmont Ln.-Terranea Wy.         Palos Verdes Drive South
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected         Protected
Rights:           Include          Include          Include           Include
Min. Green:    0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    0  0  1! 0  0    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       4    0     9     3    0     3     7  406    53    51  775    11
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:    4    0     9     3    0     3     7  409    53    51  780    11
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Flow Consrv:    0    0     1     1    0     0     0   68     1     0    5     0
Initial Fut:    4    0    10     4    0     3     7  477    54    51  785    11
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:     4    0    11     4    0     3     8  518    59    56  853    12
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    4    0    11     4    0     3     8  518    59    56  853    12
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    4    0    11     4    0     3     8  518    59    56  853    12
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  1.00  0.57 0.00  0.43  1.00 2.00  1.00  1.00 1.97  0.03
Final Sat.:  1600    0  1600   914    0   686  1600 3200  1600  1600 3155    45
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.01  0.00 0.00  0.00  0.00 0.16  0.04  0.03 0.27  0.27
Crit Moves:             ****  ****             ****                   ****
********************************************************************************
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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                              Existing Conditions
                                 PM Peak Hour
--------------------------------------------------------------------------------

                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #8 Palos Verdes Dr. S/Crestmont Ln.-Terranea Wy.
********************************************************************************
Cycle (sec):         100               Critical Vol./Cap.(X):         0.380
Loss Time (sec):      10               Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60               Level Of Service:                  A
********************************************************************************
Street Name:    Crestmont Ln.-Terranea Wy.        Palos Verdes Drive South
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0    0    0     0    0    0     0    0    0     0
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
Lanes:        1  0  0  1  0    0  0  1! 0  0    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      29    0    36    15    0     1     0  584     7     3  441     0
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:   29    0    36    15    0     1     0  588     7     3  444     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Flow Consrv:    0    0     4     2    0     0     0  114     1     0    5     0
Initial Fut:   29    0    40    17    0     1     0  702     8     3  449     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    32    0    44    19    0     1     0  763     9     3  488     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   32    0    44    19    0     1     0  763     9     3  488     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   32    0    44    19    0     1     0  763     9     3  488     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  1.00  0.94 0.00  0.06  1.00 2.00  1.00  1.00 2.00  0.00
Final Sat.:  1600    0  1600  1511    0    89  1600 3200  1600  1600 3200     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.00  0.03  0.01 0.00  0.01  0.00 0.24  0.01  0.00 0.15  0.00
Crit Moves:             ****              ****       ****        ****
********************************************************************************
```

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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                              Existing Conditions
                                 AM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #9 Granvia Altamira-Ridgegate Dr./Hawthorne Blvd.
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.631
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60                Level Of Service:                  B
********************************************************************************
Street Name:  Granvia Altamira-Ridgegate Dr.           Hawthorne Blvd.
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected         Protected
Rights:           Include          Include          Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  1  0  0  1    1  1  0  0  1    1  0  1  1  0    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      35   45    50   370   34    99   138  936    10    21  474   220
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:   35   45    50   372   34   100   139  942    10    21  477   221
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   35   45    50   372   34   100   139  942    10    21  477   221
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    38   49    55   405   37   108   151 1024    11    23  519   241
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   38   49    55   405   37   108   151 1024    11    23  519   241
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   38   49    55   405   37   108   151 1024    11    23  519   241
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.44 0.56  1.00  1.83 0.17  1.00  1.00 1.98  0.02  1.00 2.00  1.00
Final Sat.:   700  900  1600  2931  269  1600  1600 3166    34  1600 3200  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.05  0.03  0.14 0.14  0.07  0.09 0.32  0.32  0.01 0.16  0.15
Crit Moves:       ****        ****                        ****        ****
********************************************************************************
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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                              Existing Conditions
                                 PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #9 Granvia Altamira-Ridgegate Dr./Hawthorne Blvd.
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.584
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60                Level Of Service:                  A
********************************************************************************
Street Name:  Granvia Altamira-Ridgegate Dr.           Hawthorne Blvd.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  1  0  0  1    1  1  0  0  1    1  0  1  1  0    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      15   36    17   278   42    86    72  630    17    37  838   373
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:   15   36    17   280   42    87    72  634    17    37  843   375
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Flow Consrv:    0    0     0     0    0     1     0    0     0     0   13     0
Initial Fut:   15   36    17   280   42    88    72  634    17    37  856   375
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    16   39    19   304   46    95    79  689    19    40  931   408
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   16   39    19   304   46    95    79  689    19    40  931   408
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   16   39    19   304   46    95    79  689    19    40  931   408
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.29 0.71  1.00  1.74 0.26  1.00  1.00 1.95  0.05  1.00 2.00  1.00
Final Sat.:   471 1129  1600  2780  420  1600  1600 3116    84  1600 3200  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.03  0.01  0.11 0.11  0.06  0.05 0.22  0.22  0.03 0.29  0.26
Crit Moves:       ****             ****        ****                  ****
********************************************************************************
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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                              Existing Conditions
                                 AM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #10 Graysalke Rd.-Highridge Rd./Hawthorne Blvd.
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         1.176
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       120                Level Of Service:                  F
********************************************************************************
Street Name:   Graysalke Rd.-Highridge Rd.             Hawthorne Blvd.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  0  1    1  0  1  0  1    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      56   85   583   176   27    25    27 1332    24   295  635   115
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:   56   86   587   177   27    25    27 1341    24   297  639   116
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   56   86   587   177   27    25    27 1341    24   297  639   116
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    61   93   638   193   30    27    30 1457    26   323  695   126
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   61   93   638   193   30    27    30 1457    26   323  695   126
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   61   93   638   193   30    27    30 1457    26   323  695   126
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:  1600 1600  1600  1600 1600  1600  1600 3200  1600  1600 3200  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.06  0.40  0.12 0.02  0.02  0.02 0.46  0.02  0.20 0.22  0.08
Crit Moves:             ****  ****                  ****        ****
********************************************************************************
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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                              Existing Conditions
                                 PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #10 Graysalke Rd.-Highridge Rd./Hawthorne Blvd.
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.948
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       120                Level Of Service:                  E
********************************************************************************
Street Name:   Graysalke Rd.-Highridge Rd.             Hawthorne Blvd.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  0  1    1  0  1  0  1    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      38   28   304   104   22    15    10  895    20   531 1195   155
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:   38   28   306   105   22    15    10  901    20   534 1203   156
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Flow Consrv:    0    0     0     0    0     0     0    0     0     0   13     0
Initial Fut:   38   28   306   105   22    15    10  901    20   534 1216   156
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    42   31   333   114   24    16    11  979    22   581 1321   170
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   42   31   333   114   24    16    11  979    22   581 1321   170
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   42   31   333   114   24    16    11  979    22   581 1321   170
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:  1600 1600  1600  1600 1600  1600  1600 3200  1600  1600 3200  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.02  0.21  0.07 0.02  0.01  0.01 0.31  0.01  0.36 0.41  0.11
Crit Moves:             ****  ****                   ****        ****
********************************************************************************
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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                              Existing Conditions
                                 AM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #11 Highridge Rd./Crest Rd
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.355
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60                Level Of Service:                  A
********************************************************************************
Street Name:          Highridge Rd.                        Crest Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       7    7    19    20    9    49   102  588     3     7  265    23
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:    7    7    19    20    9    49   103  592     3     7  267    23
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Flow Consrv:    0    0     0     0    0     3     0    0     0     2   68     5
Initial Fut:    7    7    19    20    9    52   103  592     3     9  335    28
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:     8    8    21    22   10    57   112  643     3    10  364    31
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    8    8    21    22   10    57   112  643     3    10  364    31
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    8    8    21    22   10    57   112  643     3    10  364    31
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.27  0.73  1.00 0.15  0.85  1.00 1.99  0.01  1.00 1.84  0.16
Final Sat.:  1600  431  1169  1600  236  1364  1600 3184    16  1600 2952   248
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.02  0.02  0.01 0.04  0.04  0.07 0.20  0.20  0.01 0.12  0.12
Crit Moves:  ****                  ****             ****        ****
********************************************************************************
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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                              Existing Conditions
                                 PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #11 Highridge Rd./Crest Rd
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.367
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60                Level Of Service:                  A
********************************************************************************
Street Name:          Highridge Rd.                        Crest Rd
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       6   10    11    20    9    49    53  252     6    17  381    21
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:    6   10    11    20    9    49    53  254     6    17  383    21
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Flow Consrv:    0    0     0     0    0     0     0    0     0     6  138     8
Initial Fut:    6   10    11    20    9    49    53  254     6    23  521    29
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:     7   11    12    22   10    54    58  276     7    25  567    32
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    7   11    12    22   10    54    58  276     7    25  567    32
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    7   11    12    22   10    54    58  276     7    25  567    32
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.48  0.52  1.00 0.16  0.84  1.00 1.95  0.05  1.00 1.89  0.11
Final Sat.:  1600  762   838  1600  248  1352  1600 3126    74  1600 3031   169
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.01  0.01  0.01 0.04  0.04  0.04 0.09  0.09  0.02 0.19  0.19
Crit Moves:  ****                  ****        ****                  ****
********************************************************************************
```

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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                             Existing Conditions
                                AM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #12 Silverspur Rd./Basswood Ave.
********************************************************************************
Cycle (sec):         100               Critical Vol./Cap.(X):        0.466
Loss Time (sec):      10               Average Delay (sec/veh):     xxxxxx
Optimal Cycle:        60               Level Of Service:                 A
********************************************************************************
Street Name:          Silverspur Rd.                    Basswood Ave.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:    0     0     0    0     0     0    0     0     0    0     0     0
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
Lanes:        1  0  0  1  0   1  0  1  1  0   1  0  0  1  0   1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      58  248     8    33  243    37    50   22    79   228   32    30
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:   58  250     8    33  245    37    50   22    80   229   32    30
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   58  250     8    33  245    37    50   22    80   229   32    30
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    63  271     9    36  266    40    55   24    86   249   35    33
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   63  271     9    36  266    40    55   24    86   249   35    33
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   63  271     9    36  266    40    55   24    86   249   35    33
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.97  0.03  1.00 1.74  0.26  1.00 0.22  0.78  1.57 0.22  0.21
Final Sat.:  1600 1550    50  1600 2777   423  1600  349  1251  2516  353   331
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.18  0.18  0.02 0.10  0.10  0.03 0.07  0.07  0.10 0.10  0.10
Crit Moves:       ****        ****                   ****                   ****
********************************************************************************
```

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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                              Existing Conditions
                                 PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #12 Silverspur Rd./Basswood Ave.
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.456
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60                Level Of Service:                  A
********************************************************************************
Street Name:          Silverspur Rd.                    Basswood Ave.
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L - T - R        L - T - R        L - T - R        L - T - R
-------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1! 0  0
-------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      60  377     9     5  318    22    19    5    66    96   11    10
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:   60  379     9     5  320    22    19    5    66    97   11    10
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   60  379     9     5  320    22    19    5    66    97   11    10
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    66  412    10     5  348    24    21    5    72   105   12    11
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   66  412    10     5  348    24    21    5    72   105   12    11
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   66  412    10     5  348    24    21    5    72   105   12    11
-------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.98  0.02  1.00 1.87  0.13  1.00 0.07  0.93  1.64 0.19  0.17
Final Sat.:  1600 1563    37  1600 2993   207  1600  113  1487  2626  301   274
-------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.26  0.26  0.00 0.12  0.12  0.01 0.05  0.05  0.04 0.04  0.04
Crit Moves:       ****        ****                        ****             ****
********************************************************************************
```

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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                              Existing Conditions
                                 AM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #13 Hawthorne Blvd./Blackhorse Rd.
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.552
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        51                Level Of Service:                  A
********************************************************************************
Street Name:         Hawthorne Blvd.                    Blackhorse Rd.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1177    17    31  776     0     0    0     0    25    0   163
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:    0 1185    17    31  781     0     0    0     0    25    0   164
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1185    17    31  781     0     0    0     0    25    0   164
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:     0 1288    19    34  849     0     0    0     0    27    0   178
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1288    19    34  849     0     0    0     0    27    0   178
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0 1288    19    34  849     0     0    0     0    27    0   178
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  0.13 0.00  0.87
Final Sat.:     0 3200  1600  1600 3200     0     0    0     0   213    0  1387
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.40  0.01  0.02 0.27  0.00  0.00 0.00  0.00  0.13 0.00  0.13
Crit Moves:       ****        ****                                          ****
********************************************************************************
```

```
--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                            Existing Conditions
                               PM Peak Hour
--------------------------------------------------------------------------------

                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #13 Hawthorne Blvd./Blackhorse Rd.
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):        0.438
Loss Time (sec):       0              Average Delay (sec/veh):     xxxxxx
Optimal Cycle:        41              Level Of Service:                 A
********************************************************************************
Street Name:         Hawthorne Blvd.                  Blackhorse Rd.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0    0    0     0    0    0     0    0    0     0
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  874    29   117 1075     0     0    0     0    15    0    72
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:    0  880    29   118 1082     0     0    0     0    15    0    72
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  880    29   118 1082     0     0    0     0    15    0    72
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:     0  956    32   128 1176     0     0    0     0    16    0    79
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  956    32   128 1176     0     0    0     0    16    0    79
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  956    32   128 1176     0     0    0     0    16    0    79
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  0.17 0.01  0.82
Final Sat.:     0 3200  1600  1600 3200     0     0    0     0   276    0  1324
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.30  0.02  0.08 0.37  0.00  0.00 0.00  0.00  0.06 0.00  0.06
Crit Moves:       ****        ****                                            ****
********************************************************************************
```

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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                              Existing Conditions
                                 AM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #14 Crenshaw Rd./Indian Peak Rd.
********************************************************************************
Cycle (sec):         100               Critical Vol./Cap.(X):         0.693
Loss Time (sec):      10               Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60               Level Of Service:                  B
********************************************************************************
Street Name:             Crenshaw Rd.                     Indian Peak Rd.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  0    0  0  2  0  1    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      86 1264     0     0  699    90   199    0    56     0    0     0
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:   87 1272     0     0  704    91   200    0    56     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Flow Consrv:    5   74     0     0   42     0     0    0     3     0    0     0
Initial Fut:   92 1346     0     0  746    91   200    0    59     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:   100 1463     0     0  810    98   218    0    65     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  100 1463     0     0  810    98   218    0    65     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  100 1463     0     0  810    98   218    0    65     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.00  1.00  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1600 3200     0     0 3200  1600  1600    0  1600     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.46  0.00  0.00 0.25  0.06  0.14 0.00  0.04  0.00 0.00  0.00
Crit Moves:       ****        ****              ****
********************************************************************************
```

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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                              Existing Conditions
                                 PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #14 Crenshaw Rd./Indian Peak Rd.
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):        0.657
Loss Time (sec):      10              Average Delay (sec/veh):     xxxxxx
Optimal Cycle:        60              Level Of Service:                 B
********************************************************************************
Street Name:           Crenshaw Rd.                    Indian Peak Rd.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  0    0  0  2  0  1    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     142  514     0     0  978   174   124    0   183     0    0     0
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:  143  517     0     0  984   175   125    0   184     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  143  517     0     0  984   175   125    0   184     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:   155  562     0     0 1070   190   136    0   200     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  155  562     0     0 1070   190   136    0   200     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  155  562     0     0 1070   190   136    0   200     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.00  1.00  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1600 3200     0     0 3200  1600  1600    0  1600     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.18  0.00  0.00 0.33  0.12  0.08 0.00  0.13  0.00 0.00  0.00
Crit Moves:  ****                  ****                   ****
********************************************************************************
```

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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                              Existing Conditions
                                 AM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #15 Crenshaw Blvd./Crestridge Rd.
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.637
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60                Level Of Service:                  B
********************************************************************************
Street Name:          Crenshaw Blvd.                    Crestridge Rd.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  1    1  0  2  0  1    1  1  0  0  1    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      13  917     8    37  717   396   452    7    20     9    4    60
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:   13  923     8    37  722   399   455    7    20     9    4    60
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Flow Consrv:    0    0     0     0    5     0     0    0     0     0    0     0
Initial Fut:   13  923     8    37  727   399   455    7    20     9    4    60
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    14 1003     9    40  790   433   494    8    22    10    4    66
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   14 1003     9    40  790   433   494    8    22    10    4    66
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   14 1003     9    40  790   433   494    8    22    10    4    66
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.97 0.03  1.00  0.69 0.31  1.00
Final Sat.:  1600 3200  1600  1600 3200  1600  3151   49  1600  1108  492  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.31  0.01  0.03 0.25  0.27  0.16 0.16  0.01  0.01 0.01  0.04
Crit Moves:       ****        ****              ****                        ****
********************************************************************************
```

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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                             Existing Conditions
                                PM Peak Hour
--------------------------------------------------------------------------------

                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #15 Crenshaw Blvd./Crestridge Rd.
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):        0.519
Loss Time (sec):      10                Average Delay (sec/veh):     xxxxxx
Optimal Cycle:        60                Level Of Service:                 A
********************************************************************************
Street Name:          Crenshaw Blvd.                     Crestridge Rd.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted       Split Phase      Split Phase
Rights:          Include          Include          Include          Include
Min. Green:    0    0     0    0    0     0    0    0     0    0    0     0
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
Lanes:        1  0  2  0  1   1  0  2  0  1   1  1  0  0  1   0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      14  443     1    37   77   396   176    2    17     4    7    36
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:   14  446     1    37   78   399   177    2    17     4    7    36
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Flow Consrv:    0    0     0    10  224    78     0    0     0     0    0     0
Initial Fut:   14  446     1    47  302   477   177    2    17     4    7    36
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    15  485     1    51  328   518   193    2    19     4    8    39
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   15  485     1    51  328   518   193    2    19     4    8    39
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   15  485     1    51  328   518   193    2    19     4    8    39
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.98 0.02  1.00  0.36 0.64  1.00
Final Sat.:  1600 3200  1600  1600 3200  1600  3164   36  1600   582 1018  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.15  0.00  0.03 0.10  0.32  0.06 0.06  0.01  0.01 0.01  0.02
Crit Moves:  ****                      ****  ****                             ****
********************************************************************************
```

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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                              Existing Conditions
                                 AM Peak Hour
--------------------------------------------------------------------------------

                      Level Of Service Computation Report
            2000 HCM 4-Way Stop Method (Future Volume Alternative)
********************************************************************************
Intersection #16 Crenshaw Blvd./Crest Rd.
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.924
Loss Time (sec):       0                Average Delay (sec/veh):        32.1
Optimal Cycle:         0                Level Of Service:                  D
********************************************************************************
Street Name:          Crenshaw Blvd.                      Crest Rd.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  1  1  1    1  1  0  0  1    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      59  153     5   102  114   455   630   37   124     6   41   143
Growth Adj: 1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:   59  154     5   103  115   458   634   37   125     6   41   144
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Flow Consrv:    1    0     0     0    0     5     0    0     0     0    1     0
Initial Fut:   60  154     5   103  115   463   634   37   125     6   42   144
User Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:    0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    66  167     5   112  125   503   689   40   136     7   46   156
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   66  167     5   112  125   503   689   40   136     7   46   156
PCE Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   66  167     5   112  125   503   689   40   136     7   46   156
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:      1.00 1.94  0.06  1.00 1.00  2.00  1.89 0.11  1.00  0.13 0.87  1.00
Final Sat.:   312  633    21   367  387   847   746   44   437    47  326   408
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.21 0.26  0.26  0.30 0.32  0.59  0.92 0.92  0.31  0.14 0.14  0.38
Crit Moves:       ****                   ****  ****                        ****
Delay/Veh:  16.2 16.4  16.4  16.1 15.7  21.7  57.8 57.1  13.9  13.3 13.3  15.9
Delay Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 16.2 16.4  16.4  16.1 15.7  21.7  57.8 57.1  13.9  13.3 13.3  15.9
LOS by Move:    C    C     C     C    C     C     F    F     B     B    B     C
ApproachDel:      16.4             19.9             50.9             15.3
Delay Adj:        1.00             1.00             1.00             1.00
ApprAdjDel:       16.4             19.9             50.9             15.3
LOS by Appr:         C                C                F                C
AllWayAvgQ:   0.2  0.3   0.3   0.4  0.4   1.3   5.0  5.0   0.4   0.1  0.1   0.5
********************************************************************************
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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                              Existing Conditions
                                 PM Peak Hour
--------------------------------------------------------------------------------

                      Level Of Service Computation Report
            2000 HCM 4-Way Stop Method (Future Volume Alternative)
*******************************************************************************
Intersection #16 Crenshaw Blvd./Crest Rd.
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.555
Loss Time (sec):       0                Average Delay (sec/veh):        14.0
Optimal Cycle:         0                Level Of Service:                  B
*******************************************************************************
Street Name:          Crenshaw Blvd.                      Crest Rd.
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  1  1  1    1  1  0  0  1    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      38   84     2   102  114   455   252   39    43     2   16    70
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:   38   85     2   103  115   458   254   39    43     2   16    70
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Flow Consrv:    0    0     0    34   38   152     0    0     0     0    0     0
Initial Fut:   38   85     2   137  153   610   254   39    43     2   16    70
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    42   92     2   149  166   663   276   43    47     2   18    77
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   42   92     2   149  166   663   276   43    47     2   18    77
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   42   92     2   149  166   663   276   43    47     2   18    77
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.95  0.05  1.00 1.00  2.00  1.73 0.27  1.00  0.11 0.89  1.00
Final Sat.:   385  796    19   495  532  1196   747  117   494    48  383   477
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.12  0.12  0.30 0.31  0.55  0.37 0.37  0.10  0.05 0.05  0.16
Crit Moves:       ****                   ****  ****                          ****
Delay/Veh:   12.2 11.7  11.7  12.7 12.2  15.4  15.0 14.8  10.2  10.8 10.8  10.9
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  12.2 11.7  11.7  12.7 12.2  15.4  15.0 14.8  10.2  10.8 10.8  10.9
LOS by Move:    B    B     B     B    B     C     B    B     B     B    B     B
ApproachDel:      11.9             14.5             14.4             10.9
Delay Adj:        1.00             1.00             1.00             1.00
ApprAdjDel:       11.9             14.5             14.4             10.9
LOS by Appr:         B                B                B                B
AllWayAvgQ:   0.1  0.1   0.1   0.4  0.4   1.1   0.5  0.5   0.1   0.0  0.0   0.2
*******************************************************************************
```

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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                              Existing Conditions
                                 AM Peak Hour
--------------------------------------------------------------------------------

                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #17 Forrestal Dr.-Ocean Trails Dr./Palos Verdes Dr. S
********************************************************************************
Average Delay (sec/veh):      3.6       Worst Case Level Of Service: F[ 57.1]
********************************************************************************
Street Name:  Forrestal Dr.-Ocean Trails Dr.       Palos Verdes Drive South
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1    0     9    53    0    28    21  495     6    22  734    40
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:    1    0     9    53    0    28    21  498     6    22  739    40
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Flow Consrv:    0    0     0     0    0     0     0    8     0     0    5     0
Initial Fut:    1    0     9    53    0    28    21  506     6    22  744    40
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:     1    0    10    58    0    31    23  550     7    24  808    44
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    1    0    10    58    0    31    23  550     7    24  808    44
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1490 1497   550  1461 1459   808   852 xxxx xxxxx   557 xxxx xxxxx
Potent Cap.:  103  124   538   108  130   384   795 xxxx xxxxx  1024 xxxx xxxxx
Move Cap.:     91  117   538   102  124   384   795 xxxx xxxxx  1024 xxxx xxxxx
Volume/Cap:  0.01 0.00  0.02  0.57 0.00  0.08  0.03 xxxx  xxxx  0.02 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   2.7 xxxx xxxxx   0.1 xxxx xxxxx   0.1 xxxx xxxxx
Control Del: 45.0 xxxx xxxxx  79.3 xxxx xxxxx   9.7 xxxx xxxxx   8.6 xxxx xxxxx
LOS by Move:    E    *     *     F    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx   538  xxxx xxxx   384  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx   0.1 xxxxx xxxx   0.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx  11.8 xxxxx xxxx  15.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     B     *    *     C     *    *     *     *    *     *
ApproachDel:      15.1             57.1           xxxxxx           xxxxxx
ApproachLOS:         C                F                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                              Existing Conditions
                                 PM Peak Hour
--------------------------------------------------------------------------------

                      Level Of Service Computation Report
          2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #17 Forrestal Dr.-Ocean Trails Dr./Palos Verdes Dr. S
********************************************************************************
Average Delay (sec/veh):      4.1       Worst Case Level Of Service: E[ 47.6]
********************************************************************************
Street Name:  Forrestal Dr.-Ocean Trails Dr.       Palos Verdes Drive South
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       12    0    27    64    4    24    16  566    11    20  457    69
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:    12    0    27    64    4    24    16  570    11    20  460    69
Added Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Flow Consrv:     0    0     0     0    0     0     1   56     1     0    5     0
Initial Fut:    12    0    27    64    4    24    17  626    12    20  465    69
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:     13    0    30    70    4    26    19  680    13    22  505    75
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    13    0    30    70    4    26    19  680    13    22  505    75
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1319 1342   680  1288 1280   505   581 xxxx xxxxx   693 xxxx xxxxx
Potent Cap.:  135  154   454   142  167   571  1003 xxxx xxxxx   912 xxxx xxxxx
Move Cap.:    122  147   454   129  160   571  1003 xxxx xxxxx   912 xxxx xxxxx
Volume/Cap:  0.11 0.00  0.06  0.54 0.03  0.05  0.02 xxxx  xxxx  0.02 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2WayQ95thQ:   0.4 xxxx xxxxx   2.6 xxxx xxxxx   0.1 xxxx xxxxx   0.1 xxxx xxxxx
Control Del: 37.9 xxxx xxxxx  62.2 xxxx xxxxx   8.7 xxxx xxxxx   9.0 xxxx xxxxx
LOS by Move:    E    *     *     F    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx   454  xxxx xxxx   418  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx   0.2 xxxxx xxxx   0.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx  13.5 xxxxx xxxx  14.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     B     *    *     B     *    *     *     *    *     *
ApproachDel:      21.0             47.6            xxxxxx           xxxxxx
ApproachLOS:        C                E                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                              Existing Conditions
                                 AM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #18 Palos Verdes Dr. E/Miraleste Dr.
********************************************************************************
Average Delay (sec/veh):     94.1       Worst Case Level Of Service: F[299.1]
********************************************************************************
Street Name:     Palos Verdes Drive East                Miraleste Dr.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  397   182   379  352     0     0    0     0   164    0   416
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:    0  400   183   381  354     0     0    0     0   165    0   419
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  400   183   381  354     0     0    0     0   165    0   419
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:     0  434   199   415  385     0     0    0     0   179    0   455
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  434   199   415  385     0     0    0     0   179    0   455
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   633 xxxx xxxxx  xxxx xxxx xxxxx  1748 xxxx   534
Potent Cap.: xxxx xxxx xxxxx   959 xxxx xxxxx  xxxx xxxx xxxxx    96 xxxx   550
Move Cap.:   xxxx xxxx xxxxx   959 xxxx xxxxx  xxxx xxxx xxxxx    63 xxxx   550
Volume/Cap:  xxxx xxxx  xxxx  0.43 xxxx  xxxx  xxxx xxxx  xxxx  2.84 xxxx  0.83
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   2.2 xxxx xxxxx  xxxx xxxx xxxxx  18.2 xxxx   8.4
Control Del:xxxxx xxxx xxxxx  11.6 xxxx xxxxx xxxxx xxxx xxxxx 967.8 xxxx  35.5
LOS by Move:     *    *     *     B    *     *     *    *     *     F    *     E
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:      *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx            299.1
ApproachLOS:        *                *                *                 F
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                               Existing Conditions
                                  PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #18 Palos Verdes Dr. E/Miraleste Dr.
********************************************************************************
Average Delay (sec/veh):    180.1       Worst Case Level Of Service: F[428.3]
********************************************************************************
Street Name:     Palos Verdes Drive East                Miraleste Dr.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:        0  139   160   419  201     0     0    0     0   300    0   351
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:     0  140   161   422  202     0     0    0     0   302    0   353
Added Vol:       0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:     0  140   161   422  202     0     0    0     0   302    0   353
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:      0  152   175   458  220     0     0    0     0   328    0   384
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:     0  152   175   458  220     0     0    0     0   328    0   384
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   327 xxxx xxxxx  xxxx xxxx xxxxx  1376 xxxx   240
Potent Cap.: xxxx xxxx xxxxx  1244 xxxx xxxxx  xxxx xxxx xxxxx   162 xxxx   804
Move Cap.:   xxxx xxxx xxxxx  1244 xxxx xxxxx  xxxx xxxx xxxxx   115 xxxx   804
Volume/Cap:  xxxx xxxx  xxxx  0.37 xxxx  xxxx  xxxx xxxx  xxxx  2.85 xxxx  0.48
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   1.7 xxxx xxxxx  xxxx xxxx xxxxx  30.6 xxxx   2.6
Control Del:xxxxx xxxx xxxxx   9.6 xxxx xxxxx xxxxx xxxx xxxxx 913.6 xxxx  13.5
LOS by Move:     *    *     *     A    *     *     *    *     *     F    *     B
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:      *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:     xxxxxx            xxxxxx            xxxxxx             428.3
ApproachLOS:          *                 *                 *                 F
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                              Existing Conditions
                                 AM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #19 Palos Verdes Dr. E/Crest Rd.-Marymont College Ent.
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.442
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60                Level Of Service:                  A
********************************************************************************
Street Name:     Palos Verdes Drive East       Crest Rd.-Marymont College Ent.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  1    1  0  2  0  1    0  1  0  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      48  185    34   149  117   208   214    6    37     7    0    17
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:   48  186    34   150  118   209   215    6    37     7    0    17
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   48  186    34   150  118   209   215    6    37     7    0    17
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    53  202    37   163  128   228   234    7    40     8    0    19
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   53  202    37   163  128   228   234    7    40     8    0    19
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   53  202    37   163  128   228   234    7    40     8    0    19
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  0.97 0.03  1.00  0.29 0.00  0.71
Final Sat.:  1600 3200  1600  1600 3200  1600  1556   44  1600   467    0  1133
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.06  0.02  0.10 0.04  0.14  0.15 0.15  0.03  0.02 0.00  0.02
Crit Moves:  ****                        ****       ****                   ****
********************************************************************************
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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                              Existing Conditions
                                 PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #19 Palos Verdes Dr. E/Crest Rd.-Marymont College Ent.
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.328
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60                Level Of Service:                  A
********************************************************************************
Street Name:     Palos Verdes Drive East       Crest Rd.-Marymont College Ent.
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted         Permitted       Split Phase       Split Phase
Rights:           Include           Include           Include           Include
Min. Green:    0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  1    1  0  2  0  1    0  1  0  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      22  103    13    38  187   103    71    1    24    34    2   101
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:   22  104    13    38  188   104    71    1    24    34    2   102
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   22  104    13    38  188   104    71    1    24    34    2   102
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    24  113    14    42  205   113    78    1    26    37    2   110
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   24  113    14    42  205   113    78    1    26    37    2   110
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   24  113    14    42  205   113    78    1    26    37    2   110
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  0.99 0.01  1.00  0.25 0.01  0.74
Final Sat.:  1600 3200  1600  1600 3200  1600  1578   22  1600   397   23  1180
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.04  0.01  0.03 0.06  0.07  0.05 0.05  0.02  0.09 0.09  0.09
Crit Moves:  ****                        ****  ****                         ****
********************************************************************************
```

```
--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                              Existing Conditions
                                 AM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #20 Palos Verdes Dr. E/ Palos Verdes Dr. S
********************************************************************************
Average Delay (sec/veh):      3.7       Worst Case Level Of Service: C[ 20.5]
********************************************************************************
Street Name:     Palos Verdes Drive East          Palos Verdes Drive South
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  0    1  0  0  0  1    1  0  1  0  0    0  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0    19    0   157   163  413     0     0  620    48
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:    0    0     0    19    0   158   164  416     0     0  624    48
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Flow Consrv:    0    0     0     0    0     1     3    5     0     0    4     0
Initial Fut:    0    0     0    19    0   159   167  421     0     0  628    48
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:     0    0     0    21    0   173   182  457     0     0  683    53
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    21    0   173   182  457     0     0  683    53
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 xxxx   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1503 xxxx   683   735 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   135 xxxx   453   879 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   114 xxxx   453   879 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.18 xxxx  0.38  0.21 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.6 xxxx   1.8   0.8 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  43.6 xxxx  17.8  10.2 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:     *    *     *     E    *     C     B    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:      *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             20.5           xxxxxx           xxxxxx
ApproachLOS:         *                C                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

```
--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                              Existing Conditions
                                 PM Peak Hour
--------------------------------------------------------------------------------

                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #20 Palos Verdes Dr. E/ Palos Verdes Dr. S
********************************************************************************
Average Delay (sec/veh):      3.4       Worst Case Level Of Service: C[ 23.9]
********************************************************************************
Street Name:     Palos Verdes Drive East           Palos Verdes Drive South
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  0    1  0  0  0  1    1  0  1  0  0    0  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0    53    0    99    95  547     0     0  461    39
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:    0    0     0    53    0   100    96  551     0     0  464    39
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Flow Consrv:    0    0     0     0    0     1     8   48     0     0    4     0
Initial Fut:    0    0     0    53    0   101   104  599     0     0  468    39
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:     0    0     0    58    0   109   113  651     0     0  509    43
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    58    0   109   113  651     0     0  509    43
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 xxxx   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1385 xxxx   509   551 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   160 xxxx   568  1029 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   146 xxxx   568  1029 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.40 xxxx  0.19  0.11 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   1.7 xxxx   0.7   0.4 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  44.9 xxxx  12.8   8.9 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     E    *     B     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             23.9           xxxxxx           xxxxxx
ApproachLOS:         *                C                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                              Existing Conditions
                                 AM Peak Hour
--------------------------------------------------------------------------------

                      Level Of Service Computation Report
          2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #21 Miraleste Dr./1st St.
********************************************************************************
Average Delay (sec/veh):      6.0       Worst Case Level Of Service: C[ 17.4]
********************************************************************************
Street Name:          Miraleste Dr.                        1st St.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  1  0   1  0  1  0  0   0  0  0  0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:        0  285   103   343  163     0     0    0     0    26    0   167
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:     0  287   104   345  164     0     0    0     0    26    0   168
Added Vol:       0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:     0  287   104   345  164     0     0    0     0    26    0   168
User Adj:    1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:      0  289   104   347  165     0     0    0     0    26    0   169
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:     0  289   104   347  165     0     0    0     0    26    0   169
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   393 xxxx xxxxx  xxxx xxxx xxxxx  1201 1201   341
Potent Cap.: xxxx xxxx xxxxx  1177 xxxx xxxxx  xxxx xxxx xxxxx   206  186   706
Move Cap.:   xxxx xxxx xxxxx  1177 xxxx xxxxx  xxxx xxxx xxxxx   159  131   706
Volume/Cap:  xxxx xxxx  xxxx  0.30 xxxx  xxxx  xxxx xxxx  xxxx  0.17 0.00  0.24
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   1.2 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   9.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  483 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  1.9 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 17.4 xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    C     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             17.4
ApproachLOS:         *                *                *                C
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                              Existing Conditions
                                 PM Peak Hour
--------------------------------------------------------------------------------

                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #21 Miraleste Dr./1st St.
********************************************************************************
Average Delay (sec/veh):      5.0       Worst Case Level Of Service: C[ 17.2]
********************************************************************************
Street Name:          Miraleste Dr.                          1st St.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  252    44   200  372     0     0    0     0    44    0   176
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:    0  254    44   201  374     0     0    0     0    44    0   177
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  254    44   201  374     0     0    0     0    44    0   177
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  254    44   201  374     0     0    0     0    44    0   177
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  254    44   201  374     0     0    0     0    44    0   177
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   298 xxxx xxxxx  xxxx xxxx xxxxx  1053 1053   276
Potent Cap.: xxxx xxxx xxxxx  1275 xxxx xxxxx  xxxx xxxx xxxxx   253  228   768
Move Cap.:   xxxx xxxx xxxxx  1275 xxxx xxxxx  xxxx xxxx xxxxx   222  192   768
Volume/Cap:  xxxx xxxx  xxxx  0.16 xxxx  xxxx  xxxx xxxx  xxxx  0.20 0.00  0.23
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.6 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   8.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  515 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  2.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 17.2 xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    C     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             17.2
ApproachLOS:         *                *                *                C
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

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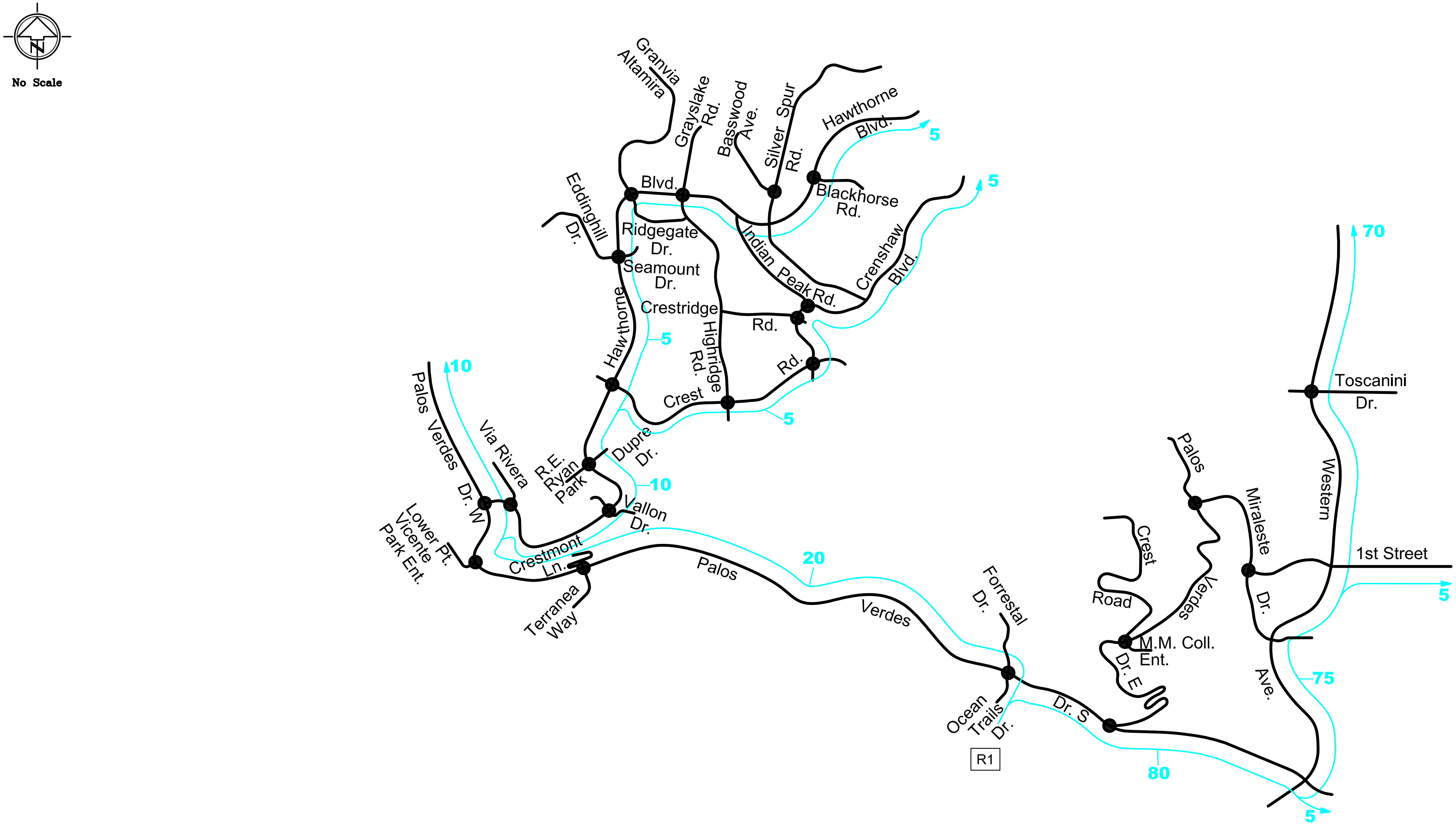
--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                              Existing Conditions
                                 AM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #22 Western Ave./Toscanini Dr.
********************************************************************************
Cycle (sec):          100                Critical Vol./Cap.(X):         0.668
Loss Time (sec):       10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:         60                Level Of Service:                  B
********************************************************************************
Street Name:            Western Ave.                     Toscanini Dr.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected         Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  1  0    1  0  2  0  1    0  1  0  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      59  138    21    16  883    15    65   21   249    81   47    46
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:   59  139    21    16  889    15    65   21   251    82   47    46
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   59  139    21    16  889    15    65   21   251    82   47    46
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    65  151    23    18  966    16    71   23   272    89   51    50
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   65  151    23    18  966    16    71   23   272    89   51    50
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   65  151    23    18  966    16    71   23   272    89   51    50
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.74  0.26  1.00 2.00  1.00  0.76 0.24  1.00  0.47 0.27  0.26
Final Sat.:  1600 2777   423  1600 3200  1600  1209  391  1600   745  432   423
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.05  0.05  0.01 0.30  0.01  0.04 0.06  0.17  0.06 0.12  0.12
Crit Moves:  ****                  ****                    ****  ****
********************************************************************************
```

```
--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
                              Existing Conditions
                                 PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #22 Western Ave./Toscanini Dr.
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):        0.620
Loss Time (sec):      10                Average Delay (sec/veh):     xxxxxx
Optimal Cycle:        60                Level Of Service:                 B
********************************************************************************
Street Name:           Western Ave.                      Toscanini Dr.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected         Permitted        Permitted
Rights:           Include          Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  1  0    1  0  2  0  1    0  1  0  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      62 1241    63    49  179    16    31   13    72    53    4    19
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:   62 1249    63    49  180    16    31   13    72    53    4    19
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   62 1249    63    49  180    16    31   13    72    53    4    19
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    62 1249    63    49  180    16    31   13    72    53    4    19
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   62 1249    63    49  180    16    31   13    72    53    4    19
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   62 1249    63    49  180    16    31   13    72    53    4    19
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.90  0.10  1.00 2.00  1.00  0.70 0.30  1.00  0.70 0.05  0.25
Final Sat.:  1600 3045   155  1600 3200  1600  1127  473  1600  1116   84   400
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.41  0.41  0.03 0.06  0.01  0.02 0.03  0.05  0.03 0.05  0.05
Crit Moves:       ****        ****                        ****  ****
********************************************************************************
```

APPENDIX F

Trip Distribution
Related Projects and Vacant Parcels



LEGEND

● = STUDY INTERSECTION

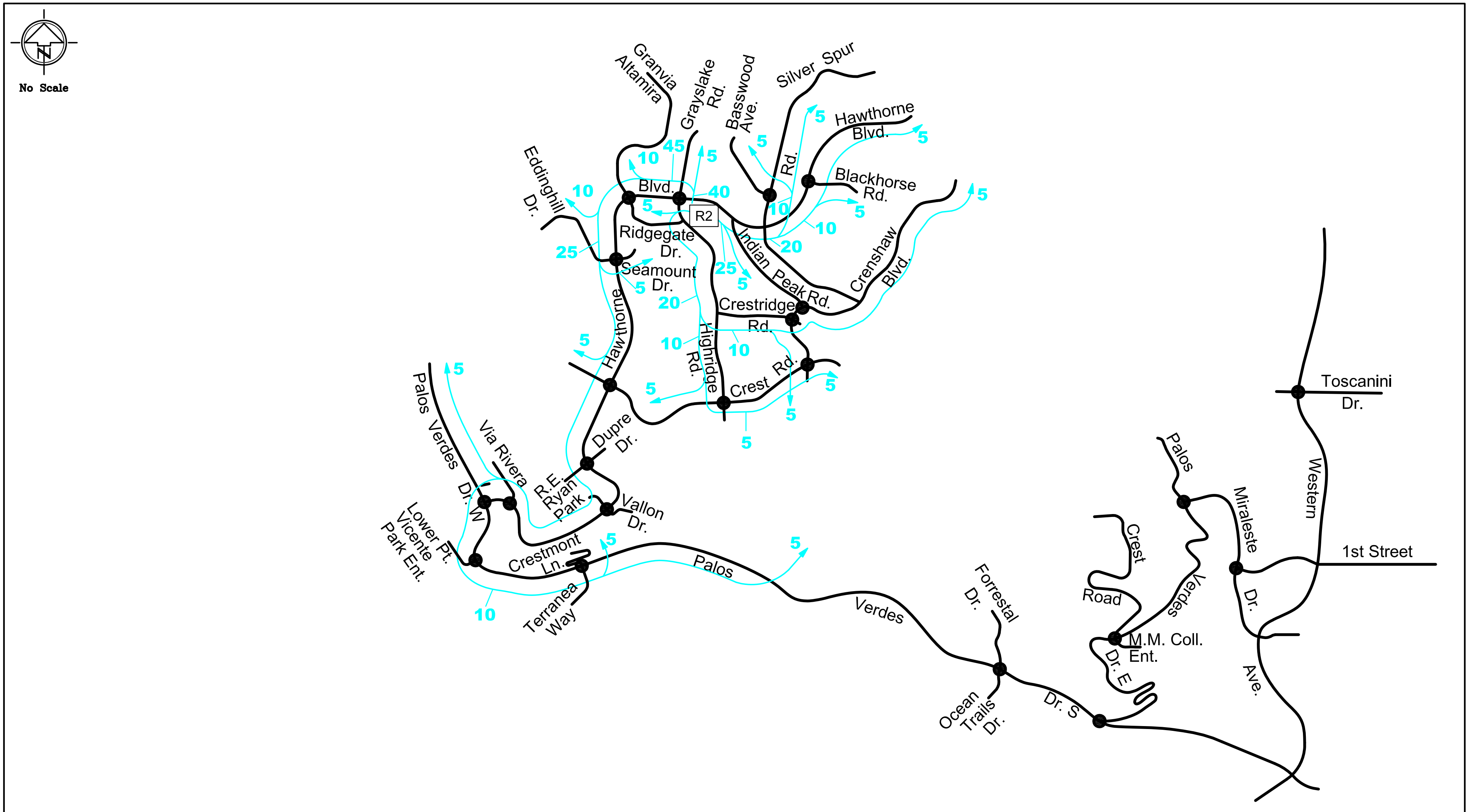
R1 = TRUMP NATIONAL GOLF CLUB

80 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Related Projects - Zone 1
EXHIBIT F-1

WILLDAN
Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



LEGEND

● = STUDY INTERSECTION

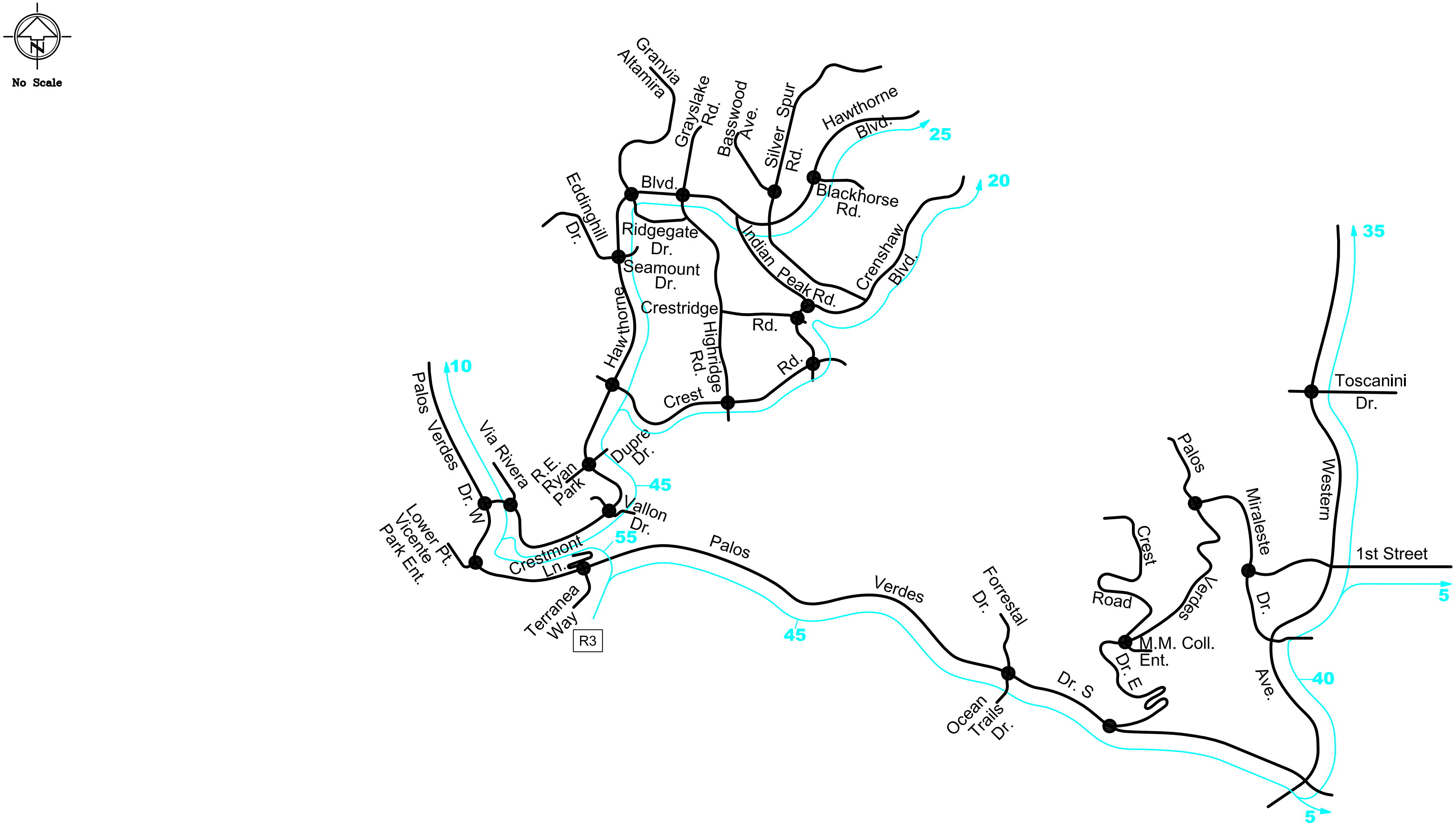
R2 = CHEVRON CAR WASH

80 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Related Projects - Zone 2
EXHIBIT F-2

WILLDAN Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



LEGEND

● = STUDY INTERSECTION

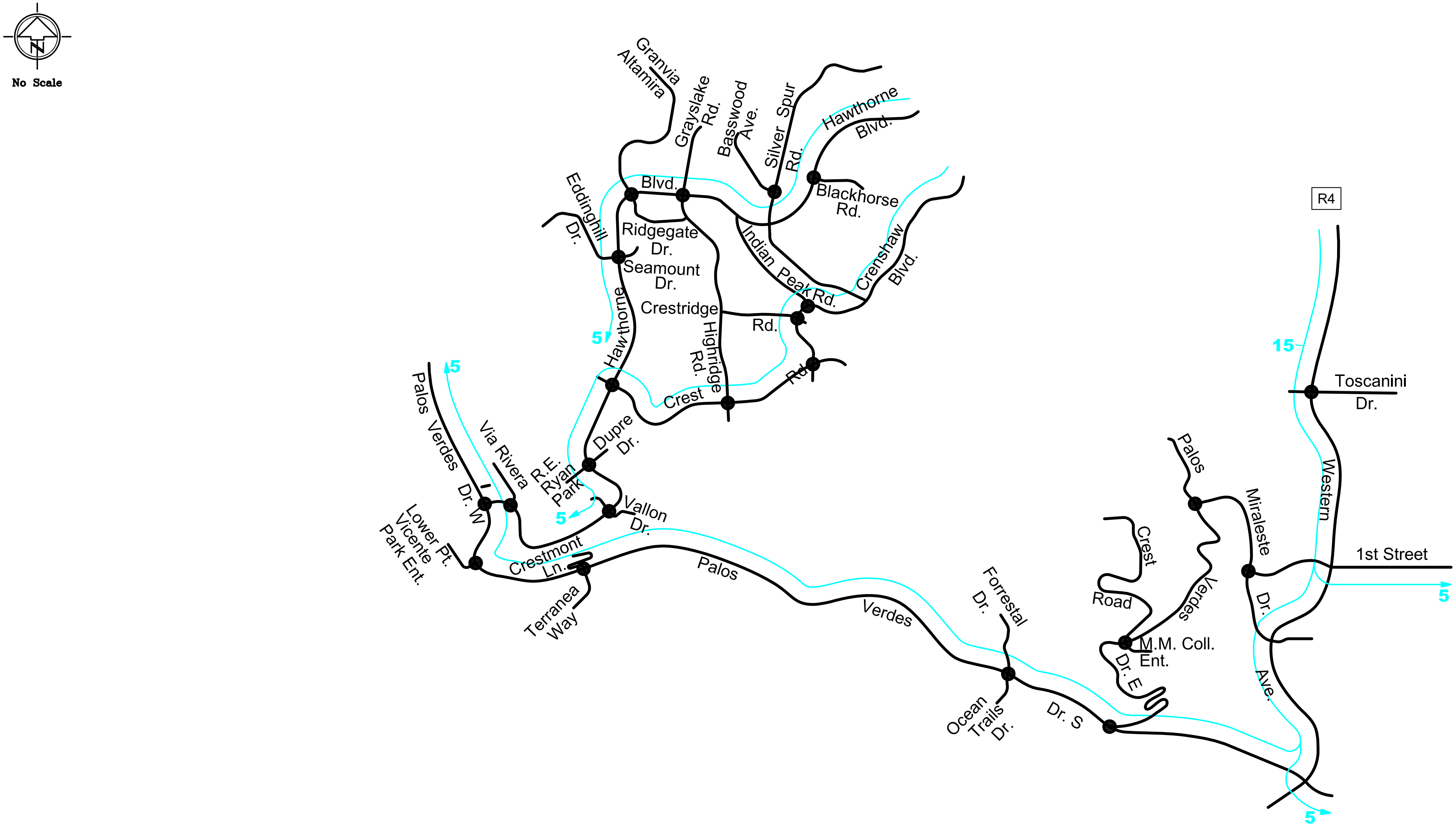
R3 = TERRANEA RESORT AND SPA

45 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Related Projects - Zone 3
EXHIBIT F-3

WILLDAN Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



LEGEND

● = STUDY INTERSECTION

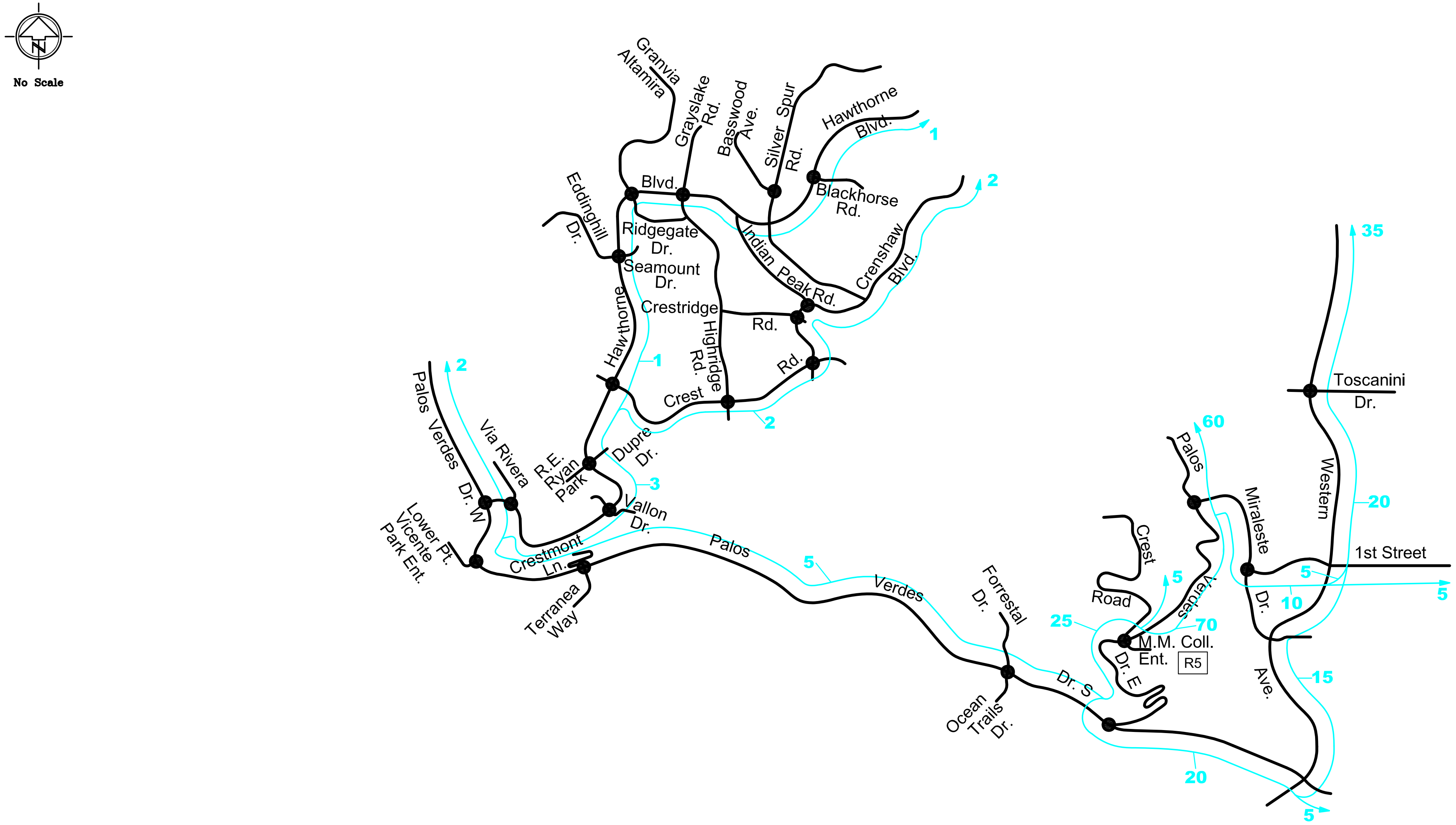
R4 = GREEN HILLS MEMORIAL PARK MASTER PLAN

20 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Related Projects - Zone 4
EXHIBIT F-4

WILLDAN Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



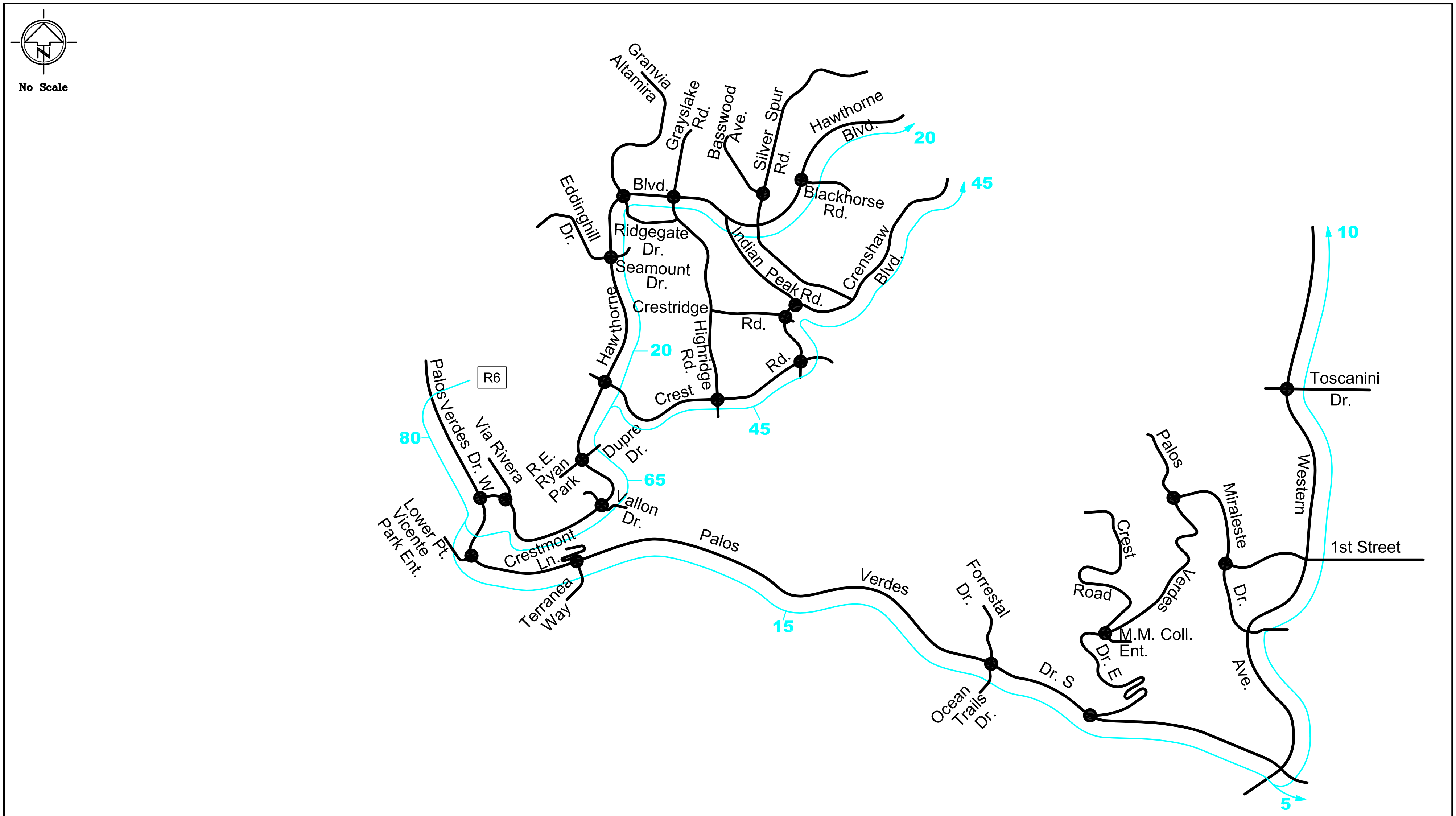
LEGEND

- ● = STUDY INTERSECTION
- R5 = MARYMOUNT COLLEGE FACILITIES EXPANSION
- 20 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Related Projects - Zone 5
EXHIBIT F-5

WILLDAN
Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



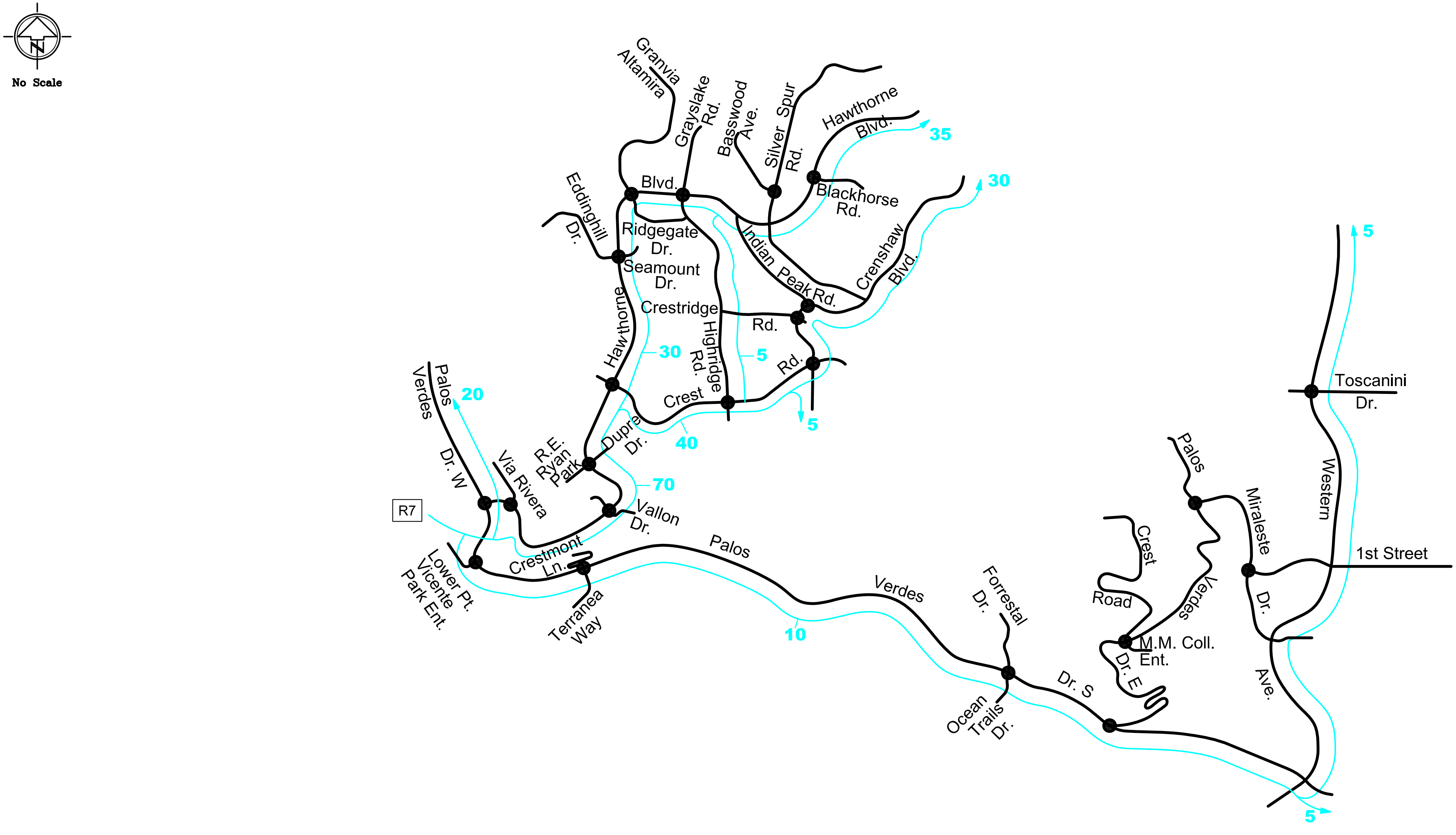
LEGEND

- ● = STUDY INTERSECTION
- R6 = TTM No. 52666
- 15 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Related Projects - Zone 6
EXHIBIT F-6

WILLDAN Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



LEGEND

● = STUDY INTERSECTION

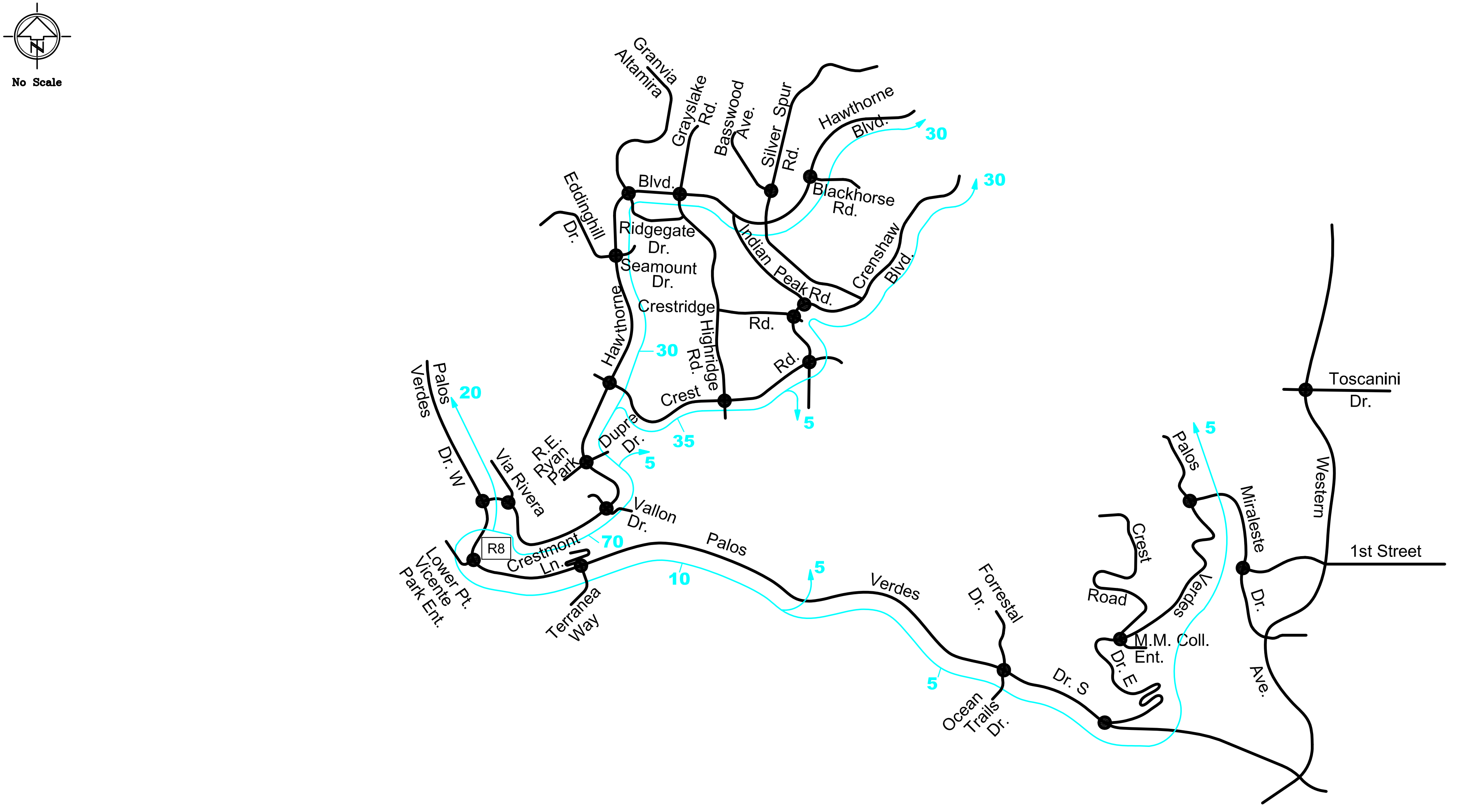
R7 = OCEAN FRONT ESTATES

10 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Related Projects - Zone 7
EXHIBIT E-7

WILLDAN
Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



LEGEND

● = STUDY INTERSECTION

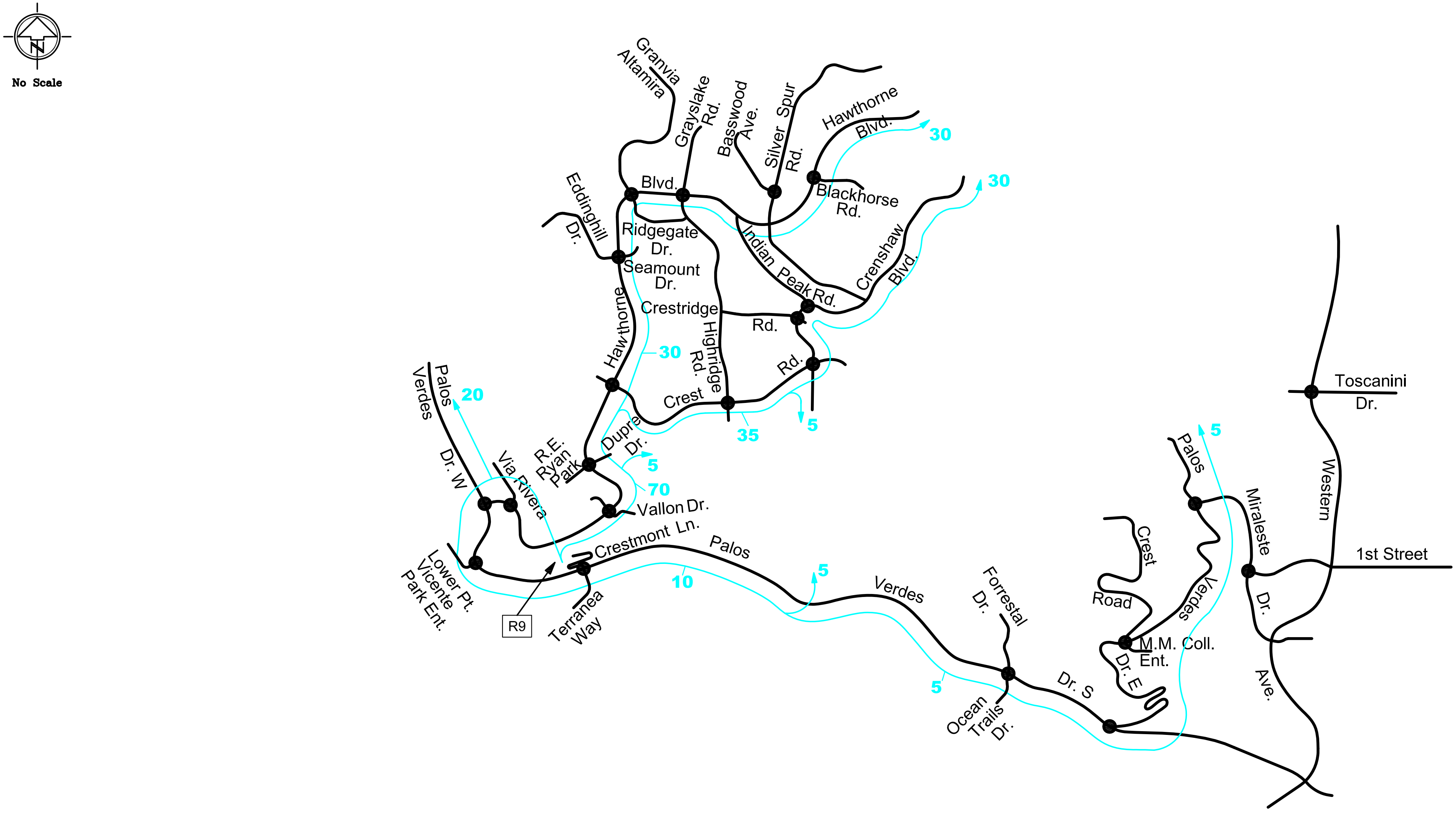
R8 = TRADER JOE'S (GOLDEN COVE SHOPPING CENTER)

5 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Related Projects - Zone 8
EXHIBIT F-8

WILLDAN Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



LEGEND

● = STUDY INTERSECTION

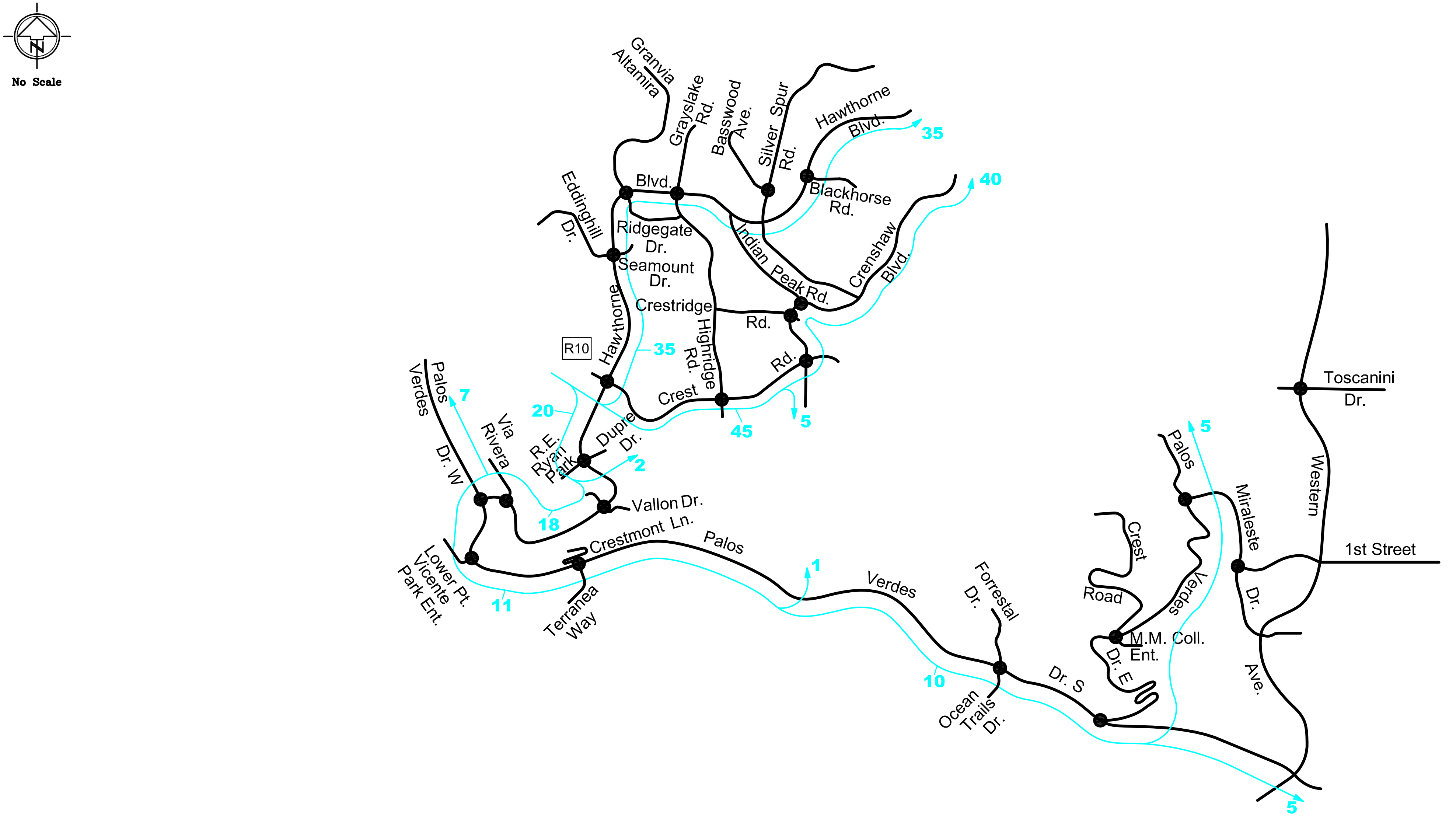
R9 = POINTE VICENTE ANIMAL HOSPITAL

10 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Related Projects - Zone 9
EXHIBIT F-9

WILLDAN Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



LEGEND

● = STUDY INTERSECTION

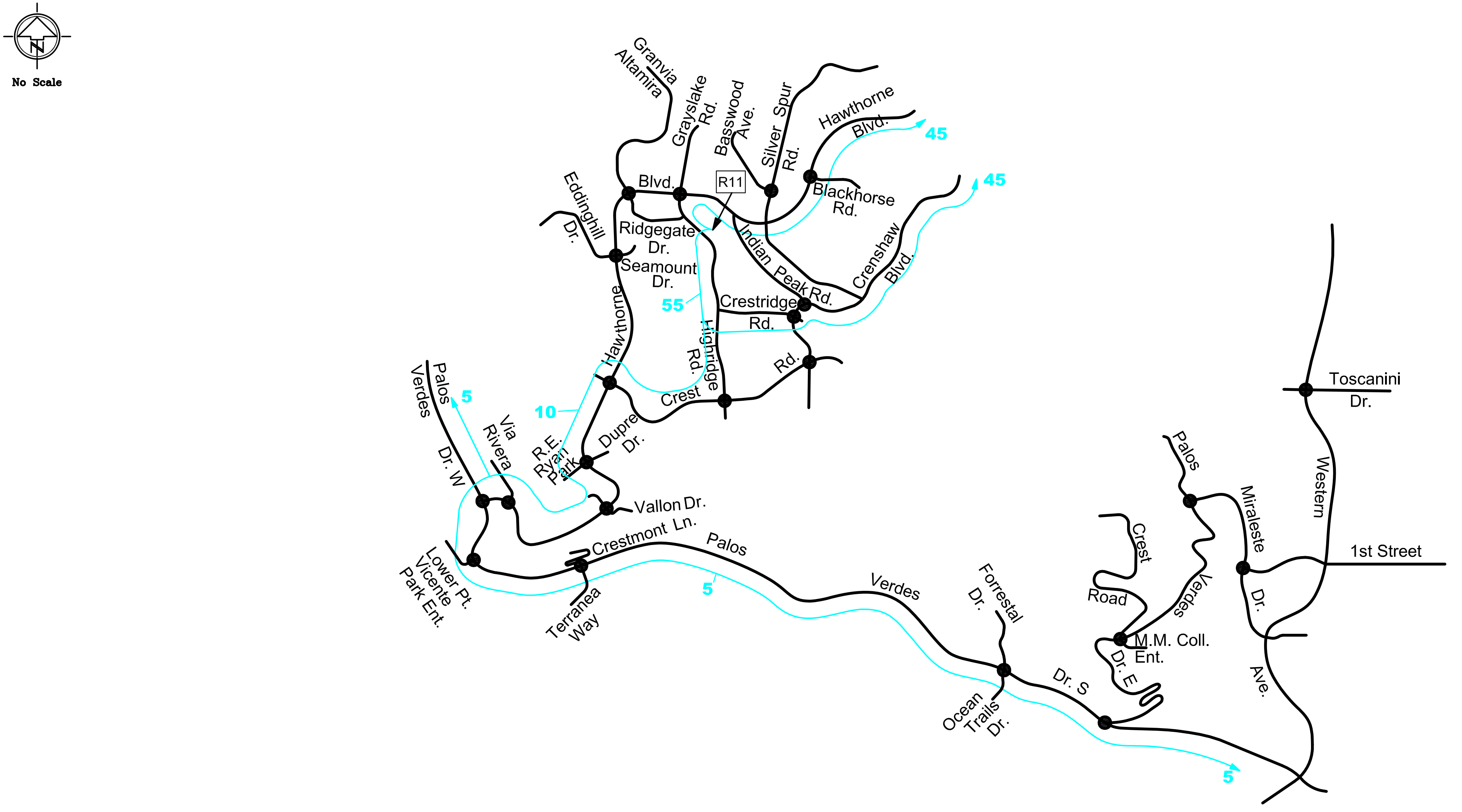
R10 = HAWTHORNE/CREST OFFICE BUILDING

10 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Related Projects - Zone 10
EXHIBIT F-10

WILLDAN Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



LEGEND

● = STUDY INTERSECTION

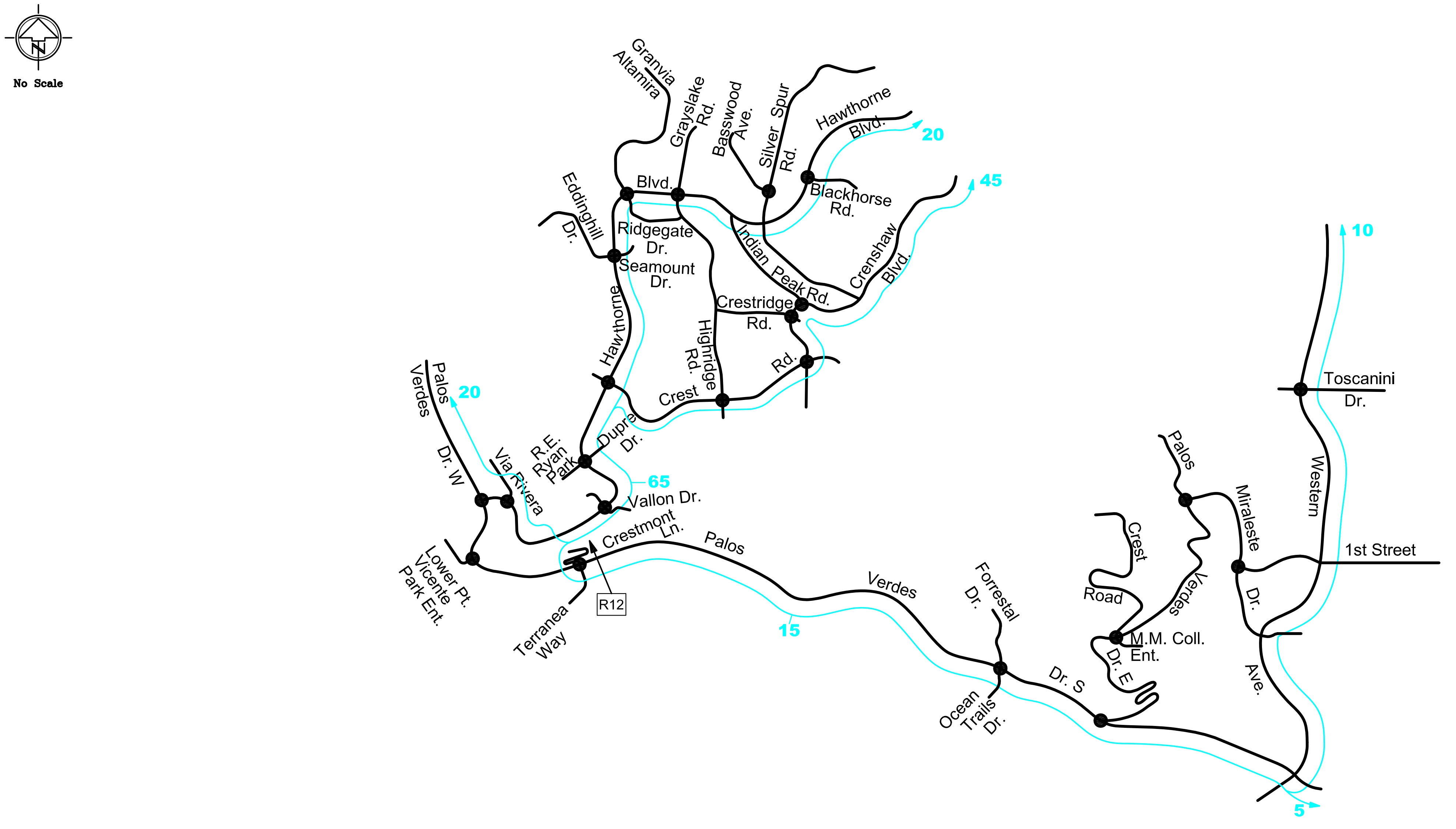
R11 = HIGHRIDGE CONDOMINIUMS

5 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Related Projects - Zone 11
EXHIBIT F-11

WILLDAN Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



LEGEND

● = STUDY INTERSECTION

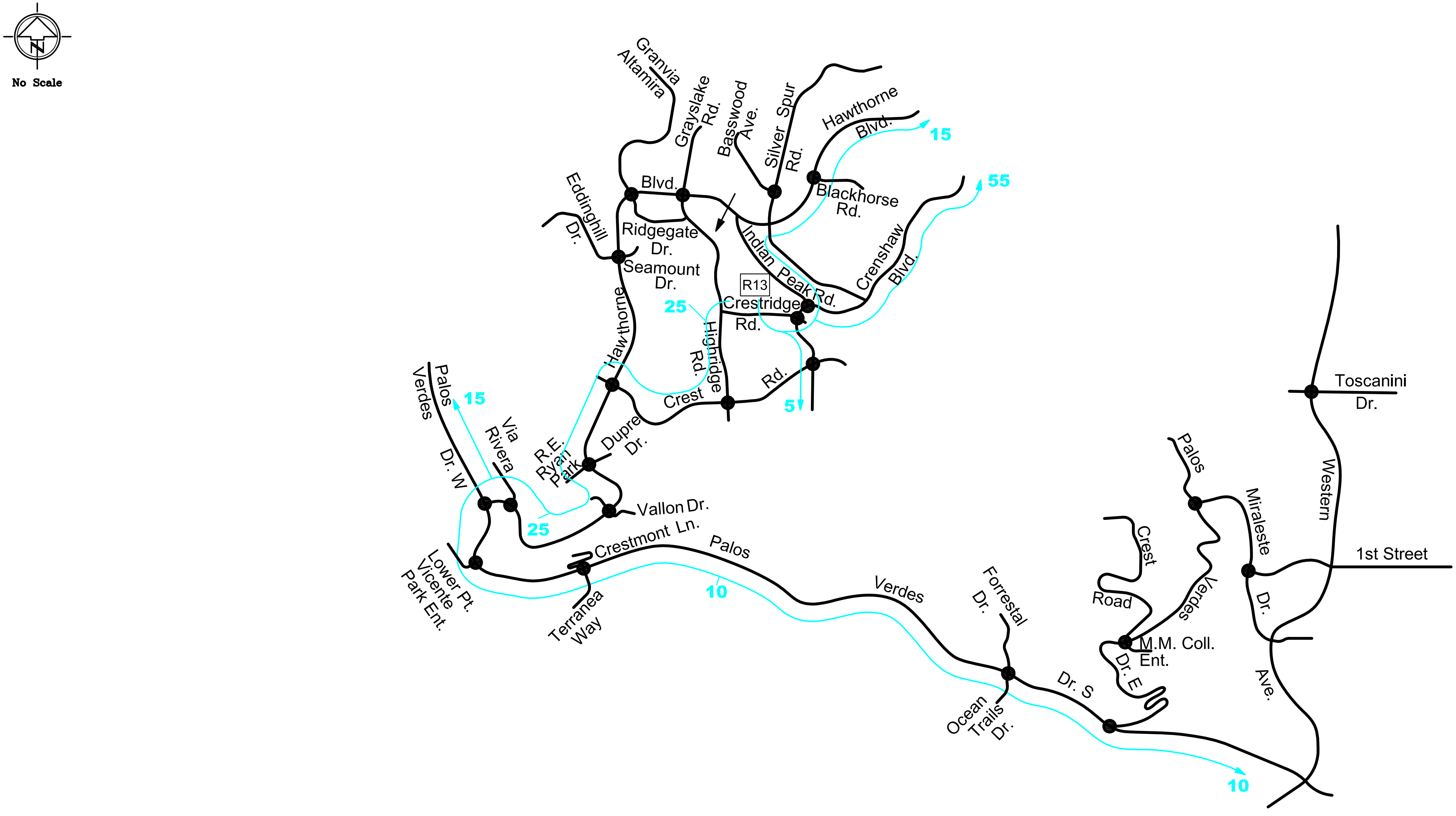
R12 = SALVATION ARMY CRESTRIDGE COLLEGE

15 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Related Projects - Zone 12
EXHIBIT F-12

WILLDAN Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



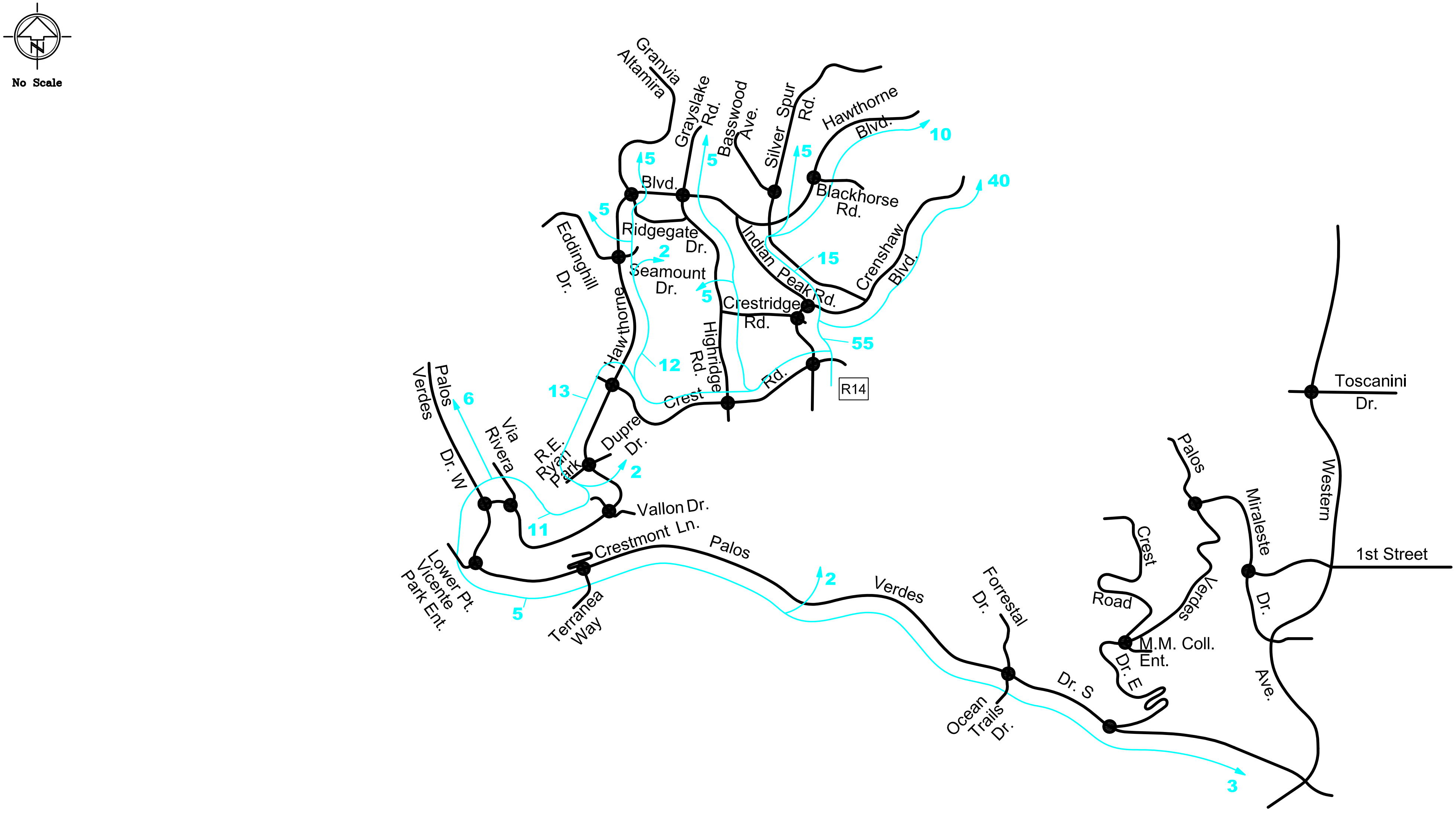
LEGEND

- ● = STUDY INTERSECTION
- R13 = CRESTRIDGE ESTATE LLC PROJECT
- 10 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Related Projects - Zone 13
EXHIBIT F-13

WILLDAN
Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



LEGEND

● = STUDY INTERSECTION

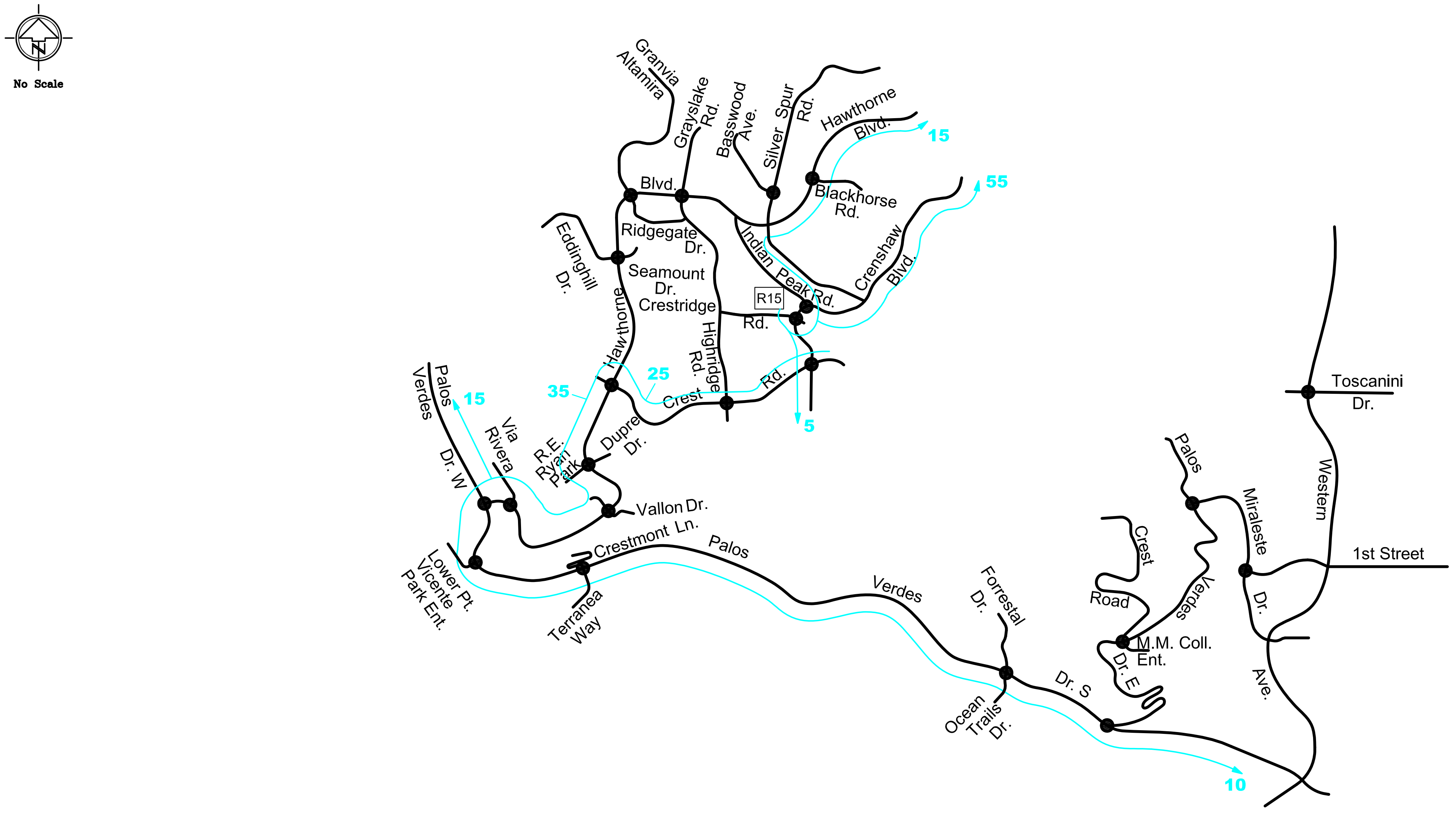
R14 = ST. JOHN FISHER CHURCH

5 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Related Projects - Zone 14
EXHIBIT F-14

WILLDAN Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



LEGEND

● = STUDY INTERSECTION

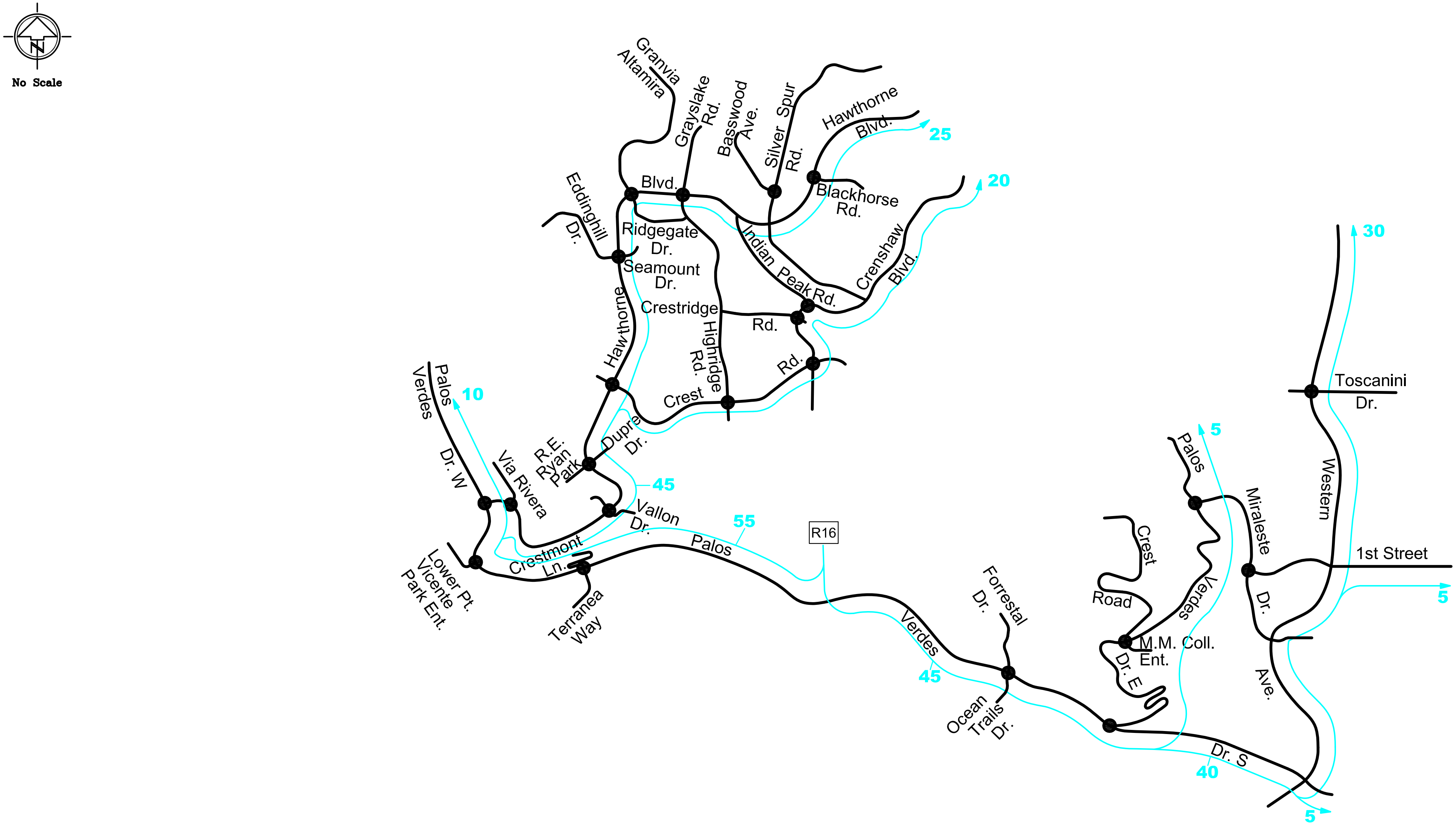
R15 = MIRANDELLA

10 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Related Projects - Zone 15
EXHIBIT F-15

WILLDAN
Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



LEGEND

● = STUDY INTERSECTION

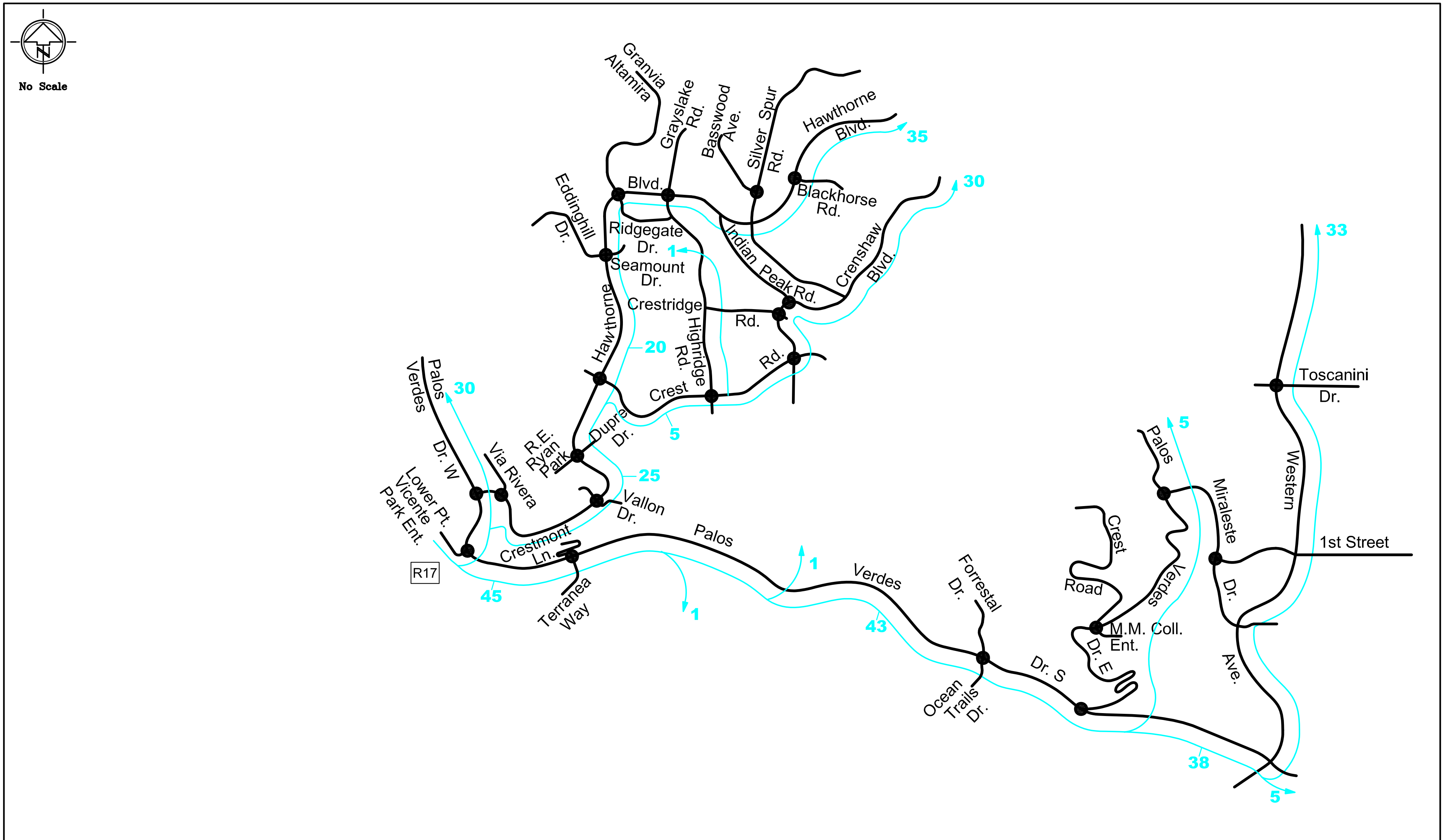
R16 = ZONE 2 LANDSLIDE MORATORIUM ORDINANCE REVISION

45 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Related Projects - Zone 16
EXHIBIT F-16

WILLDAN Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



LEGEND

● = STUDY INTERSECTION

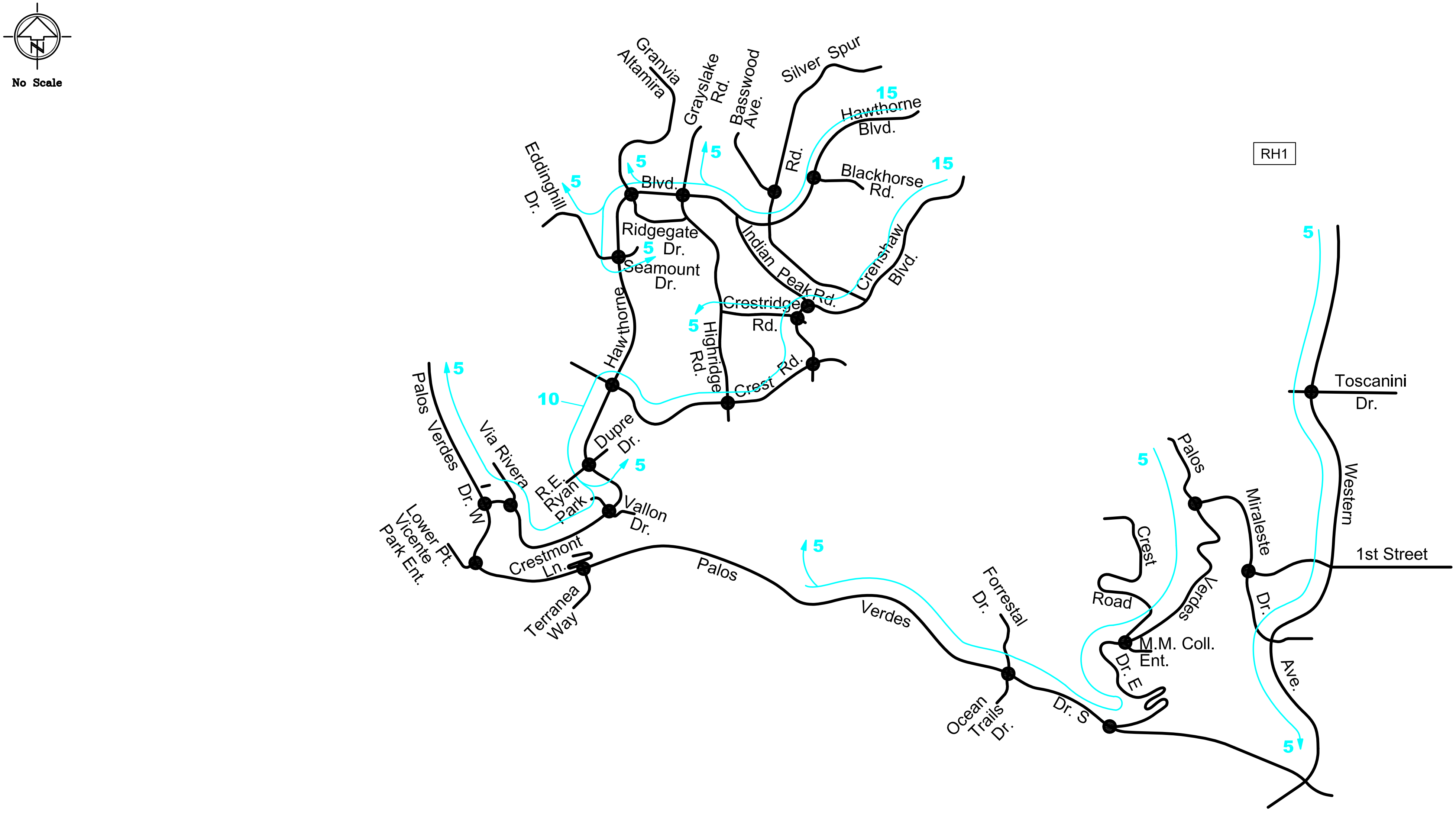
R17 = THE ANNENBERG PROJECT AT LOWER POINT VICENTE

43 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Related Projects - Zone 17
EXHIBIT F-17

WILLDAN
Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



LEGEND

● = STUDY INTERSECTION

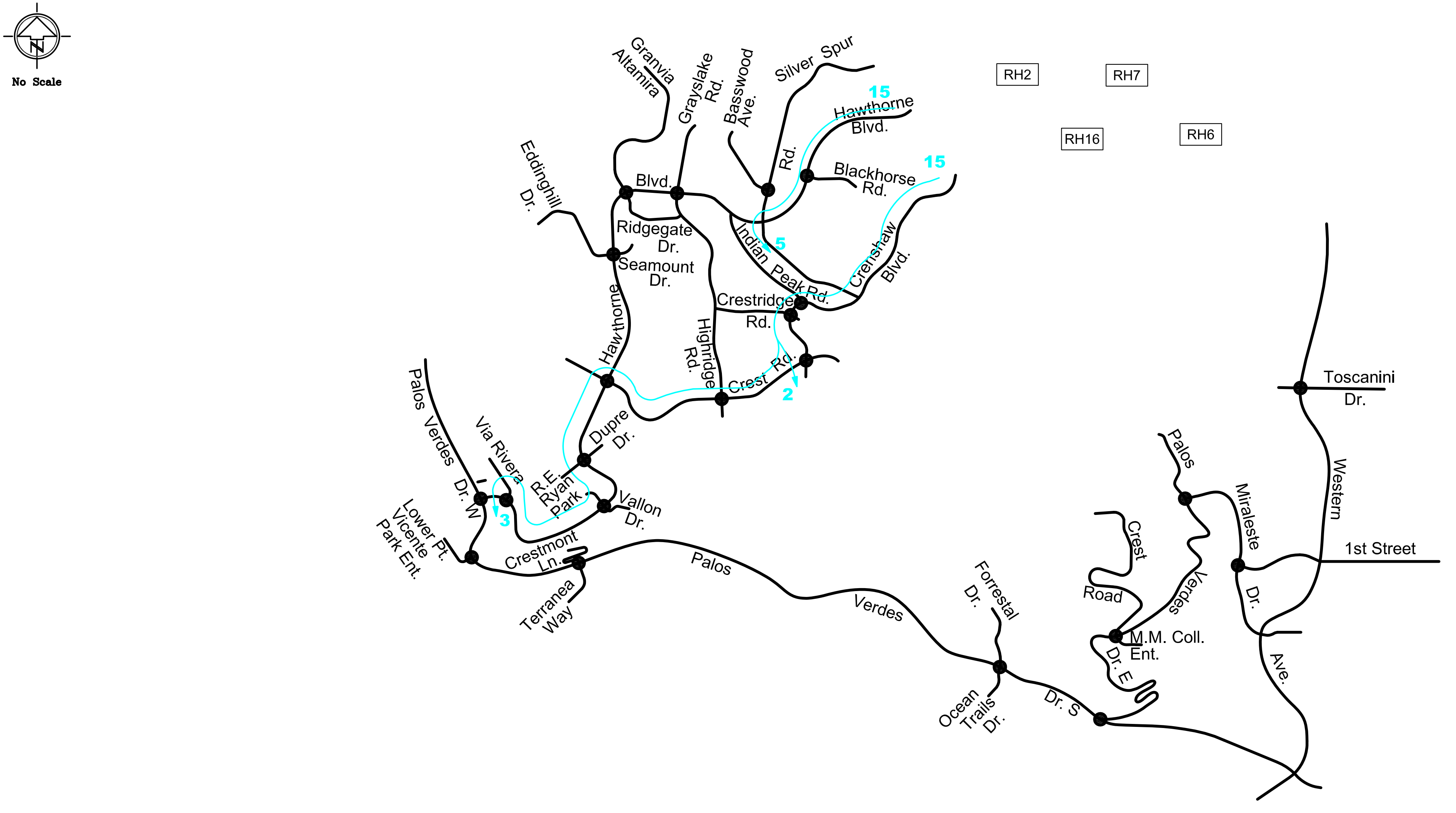
RH1 = ROLLING HILLS COVENANT CHURCH

5 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Related Projects - Zone 18
EXHIBIT F-18

WILLDAN Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



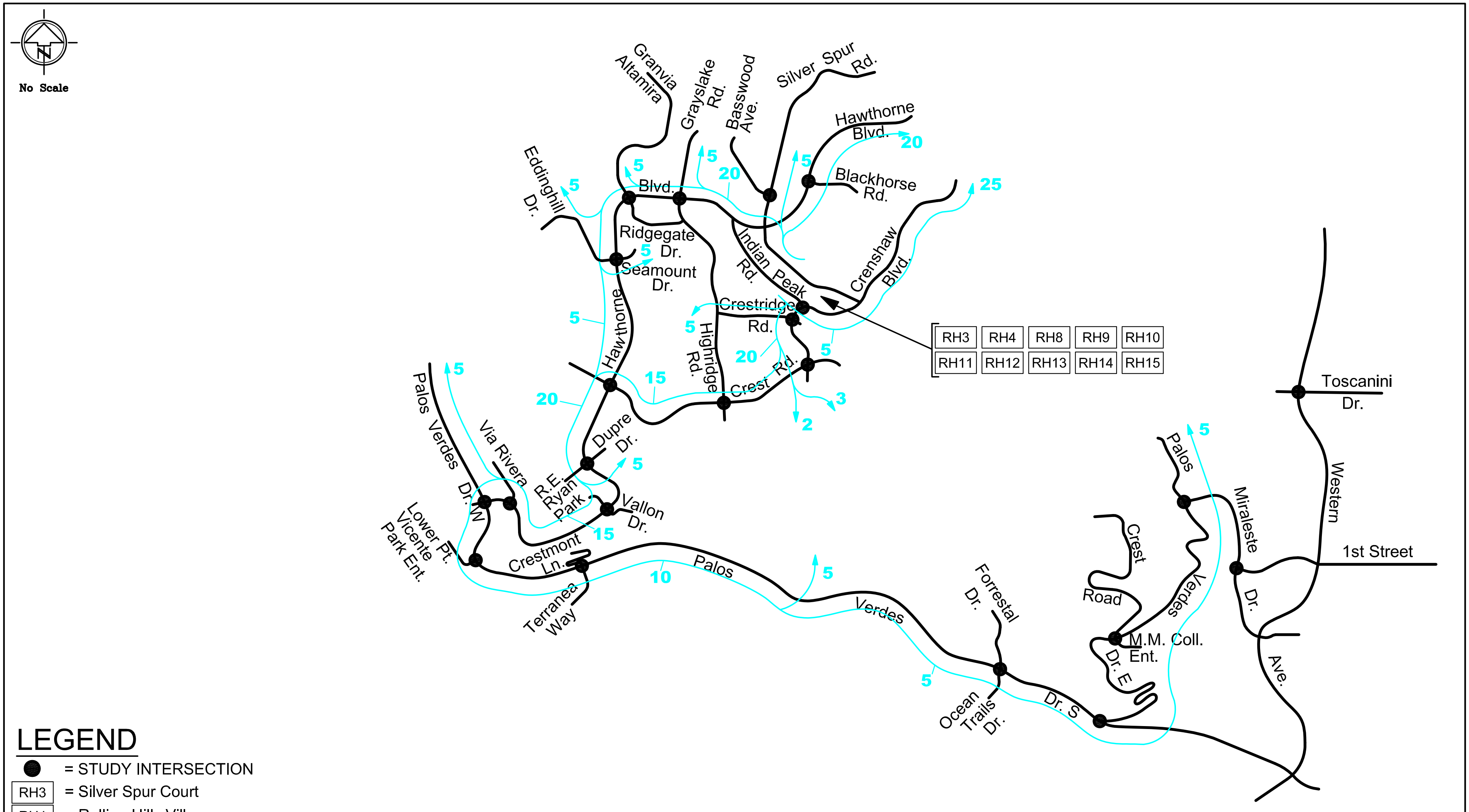
LEGEND

- ● = STUDY INTERSECTION
- RH2 = TANGLEWOOD SUBDIVISION
- RH6 = BUTCHER RANCH
- RH7 = CHANDLER RANCH
- RH16 = 2901 PALOS VERDES DR. N
- 3 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Related Projects - Zone 19
EXHIBIT F-19

WILLDAN Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



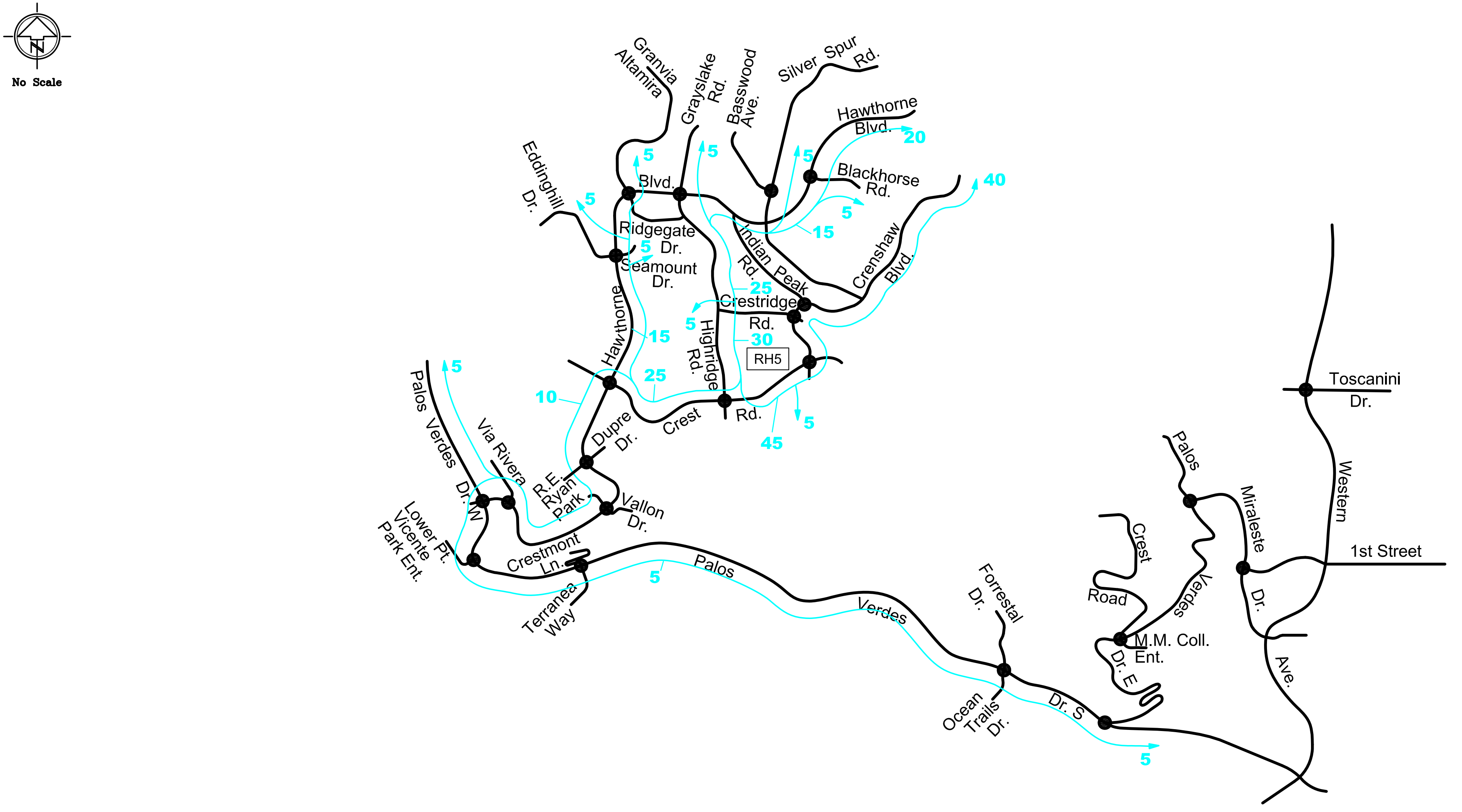
LEGEND

● = STUDY INTERSECTION
RH3 = Silver Spur Court
RH4 = Rolling Hills Villas
RH8 = 627 Deep Valley Drive
RH9 = Brickwalk LLC Residential
RH10 = 827 Deep Valley Drive
RH11 = Mediterranean Village
RH12 = Silverdes Medical Office
RH13 = Continental Development
RH14 = Silver Center
RH15 = Promenade Peninsula
10 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Related Projects - Zone 20
EXHIBIT F-20

WILLDAN
Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



LEGEND

● = STUDY INTERSECTION

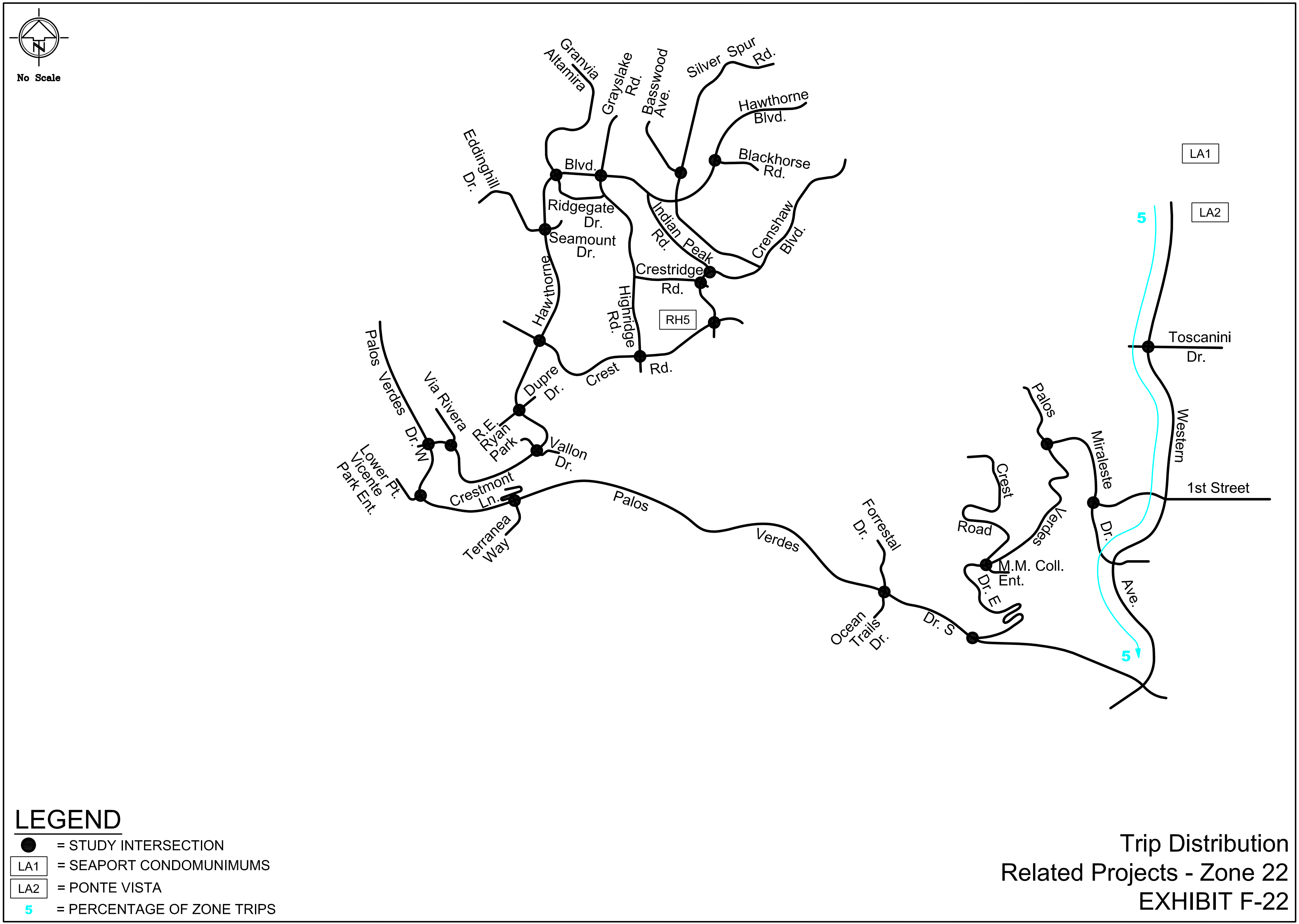
RH5 = CREST ROAD BUILDING

5 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Related Projects - Zone 21
EXHIBIT F-21

WILLDAN Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



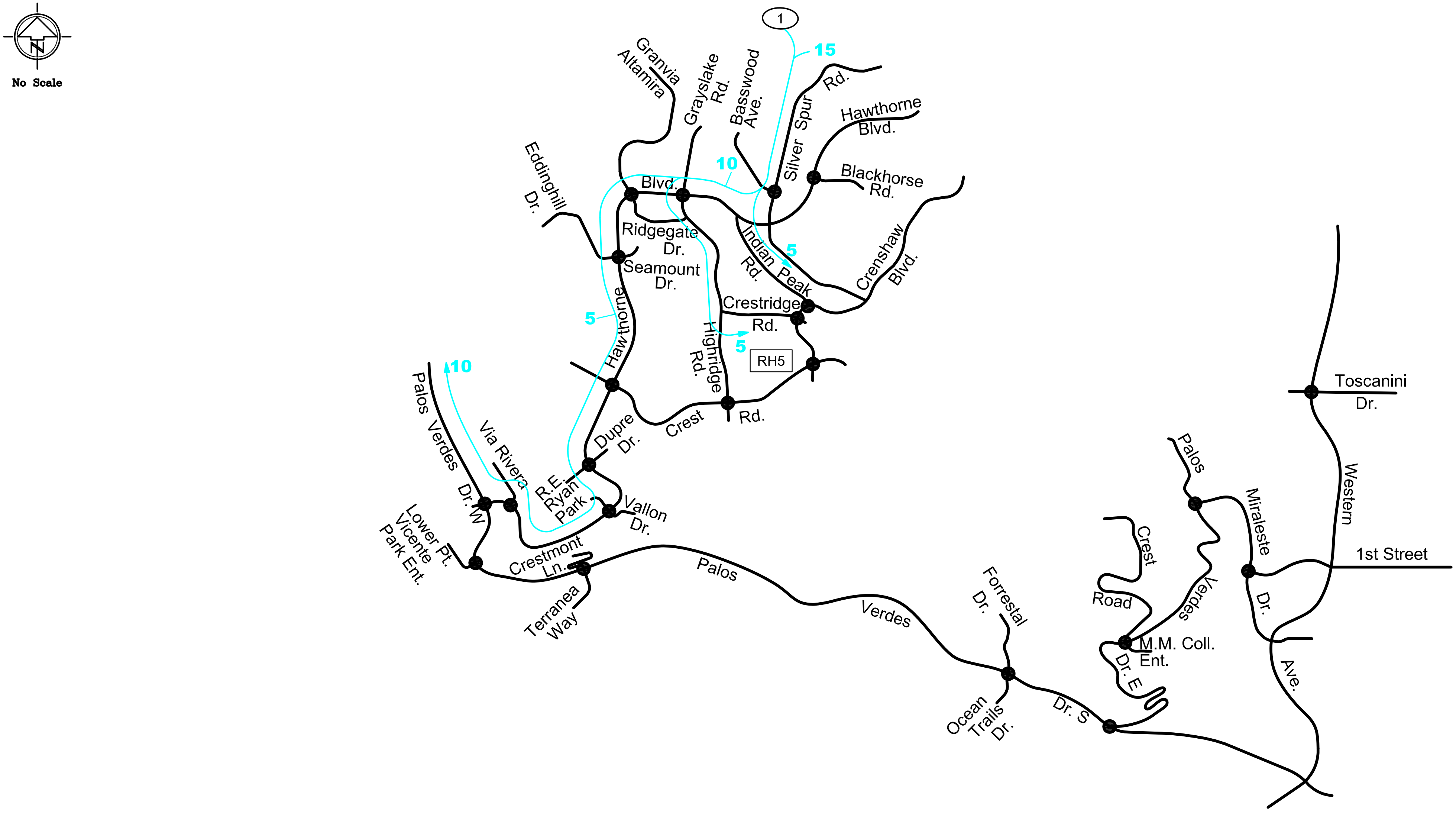
LEGEND

● = STUDY INTERSECTION
LA1 = SEAPORT CONDOMUNIMUMS
LA2 = PONTE VISTA
5 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Related Projects - Zone 22
EXHIBIT F-22

WILLDAN Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



LEGEND

● = STUDY INTERSECTION

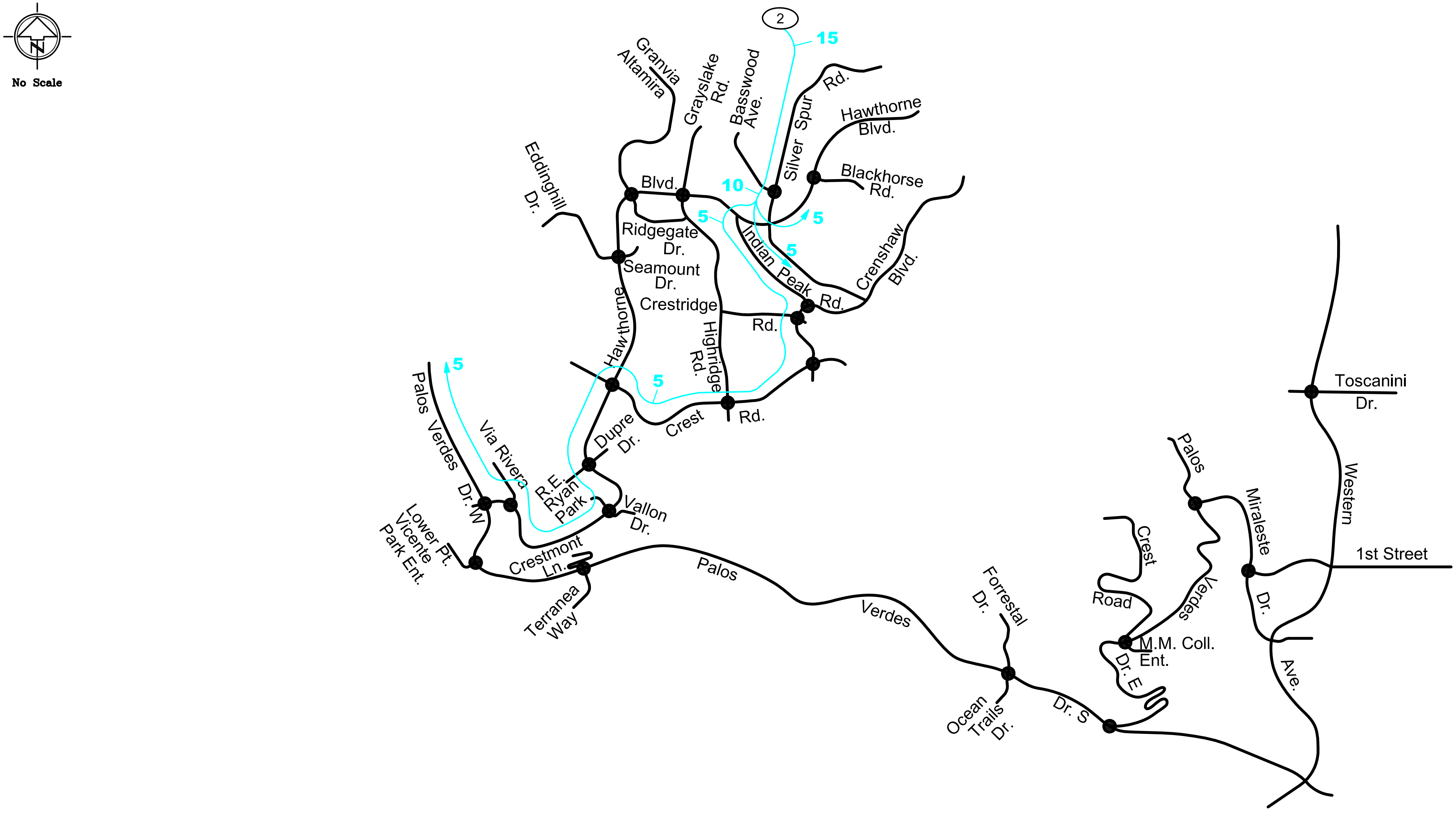
(28) = VACANT PARCEL ZONE

15 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Vacant Parcels - Zone 1
EXHIBIT F-23

WILLDAN
Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



LEGEND

● = STUDY INTERSECTION

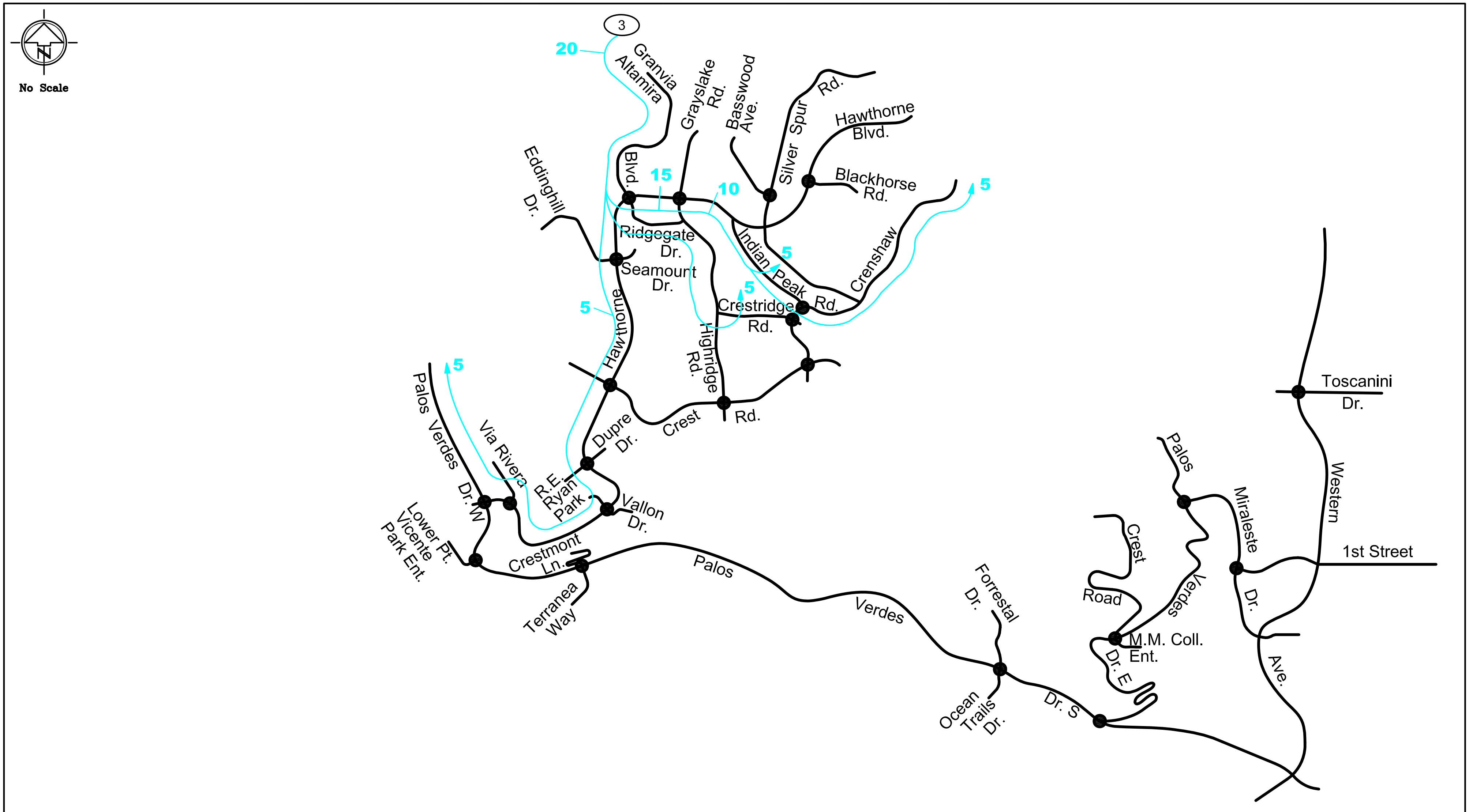
(28) = VACANT PARCEL ZONE

15 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Vacant Parcels - Zone 2
EXHIBIT F-24

WILLDAN Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



LEGEND

● = STUDY INTERSECTION

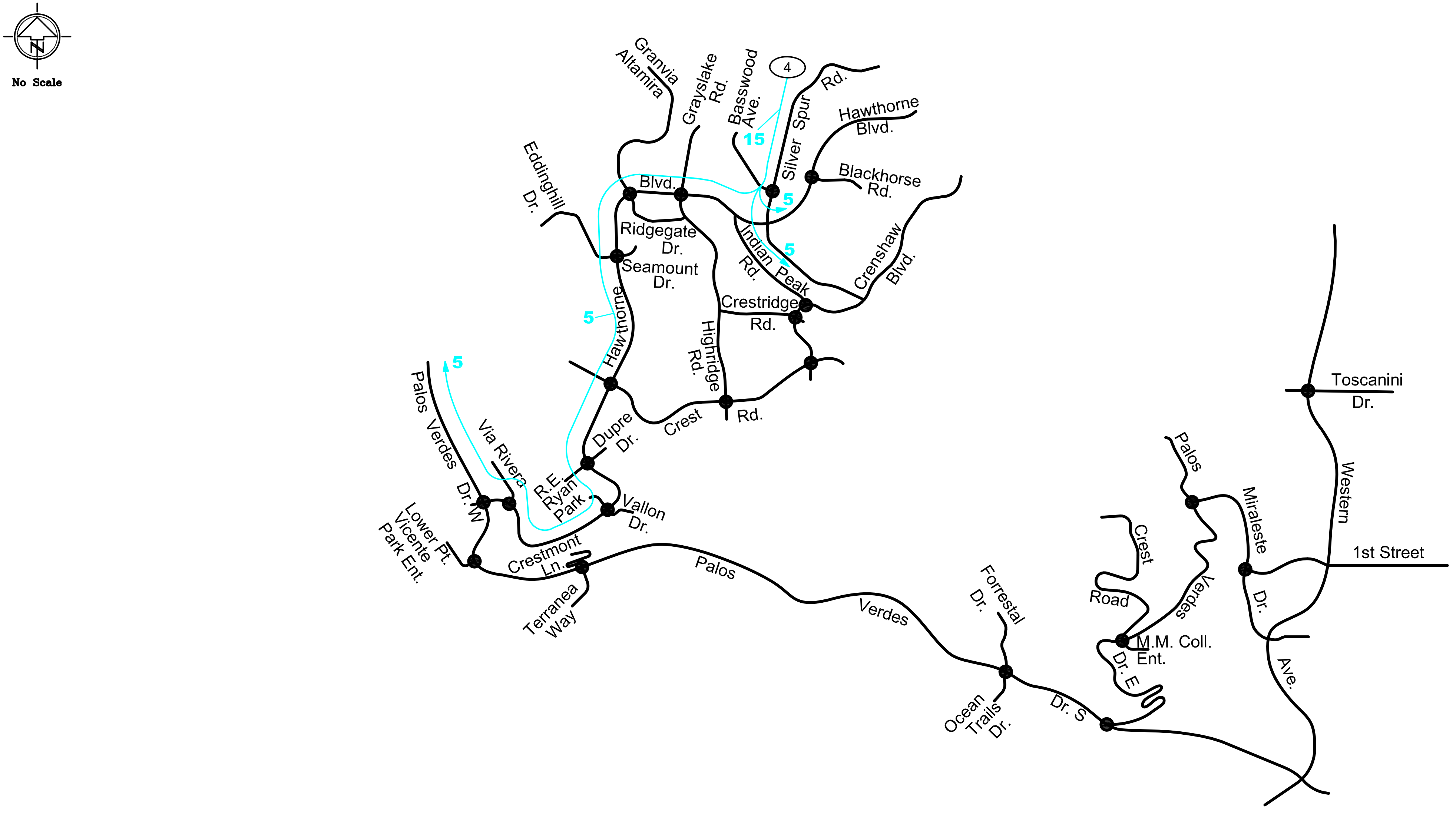
(28) = VACANT PARCEL ZONE

15 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Vacant Parcels - Zone 3
EXHIBIT F-25

WILLDAN
Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



LEGEND

● = STUDY INTERSECTION

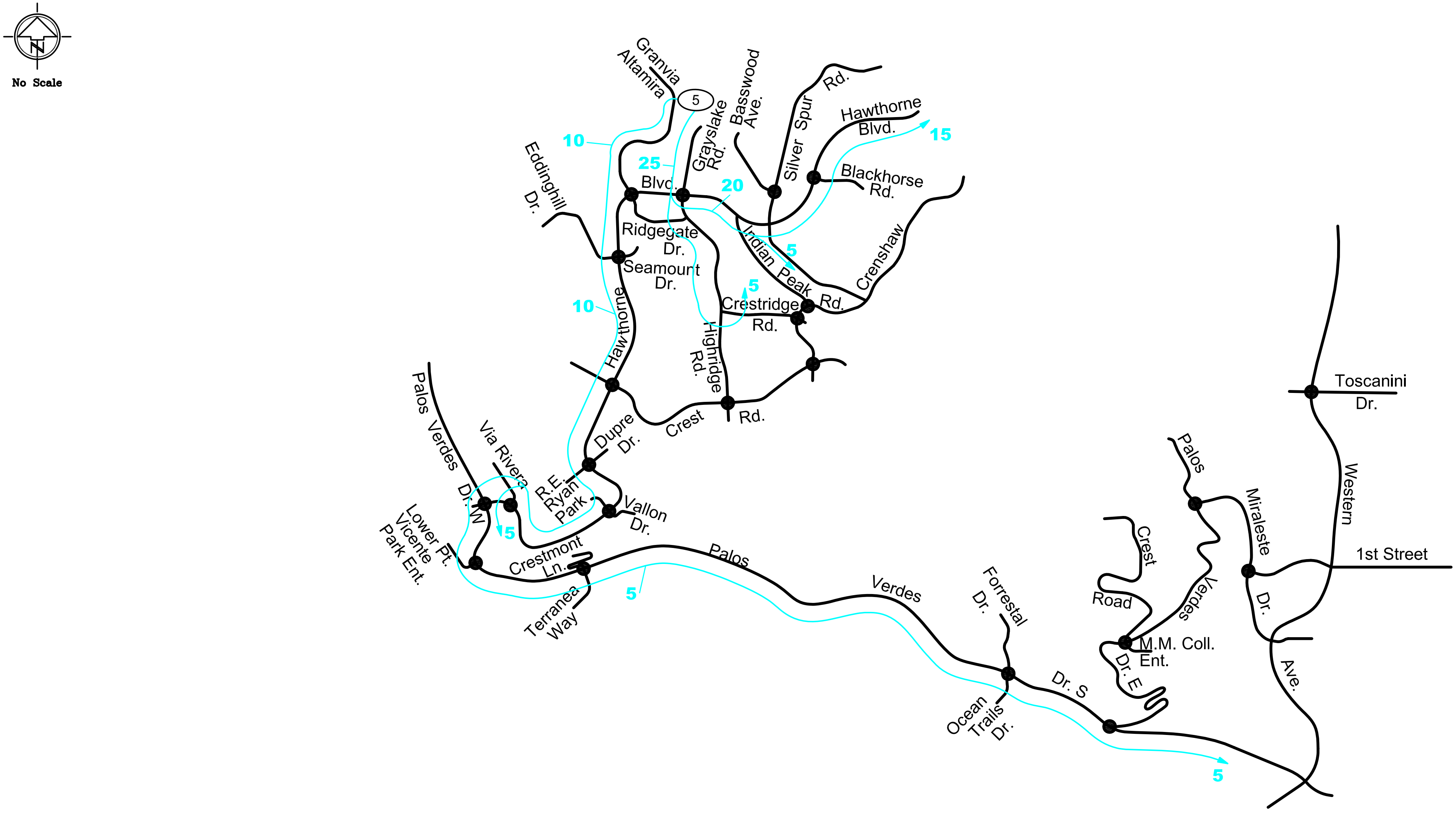
(28) = VACANT PARCEL ZONE

15 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Vacant Parcels - Zone 4
EXHIBIT F-26

WILLDAN Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



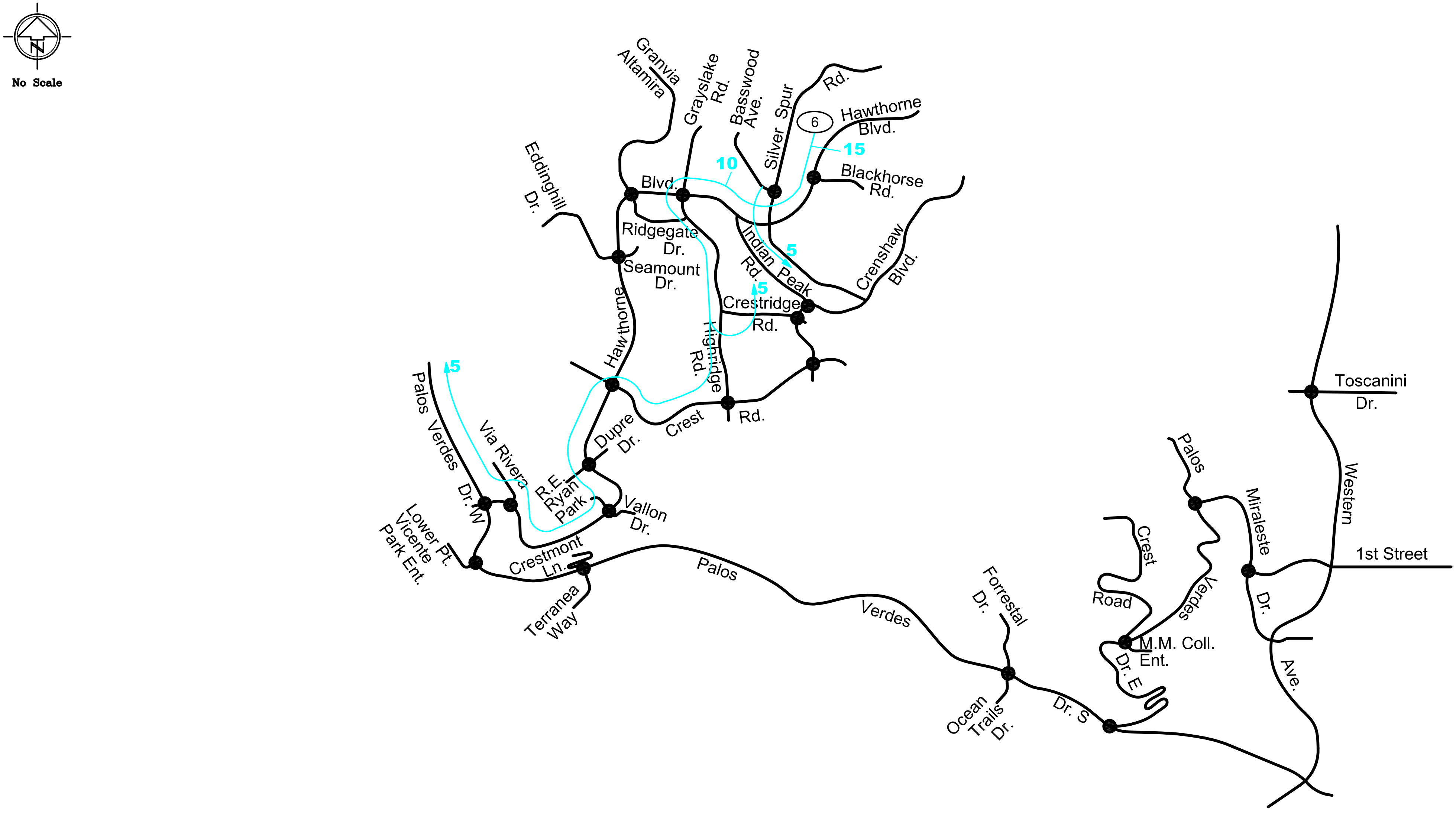
LEGEND

- ● = STUDY INTERSECTION
- (28) = VACANT PARCEL ZONE
- 15 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Vacant Parcels - Zone 5
EXHIBIT F-27

WILLDAN Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



LEGEND

● = STUDY INTERSECTION

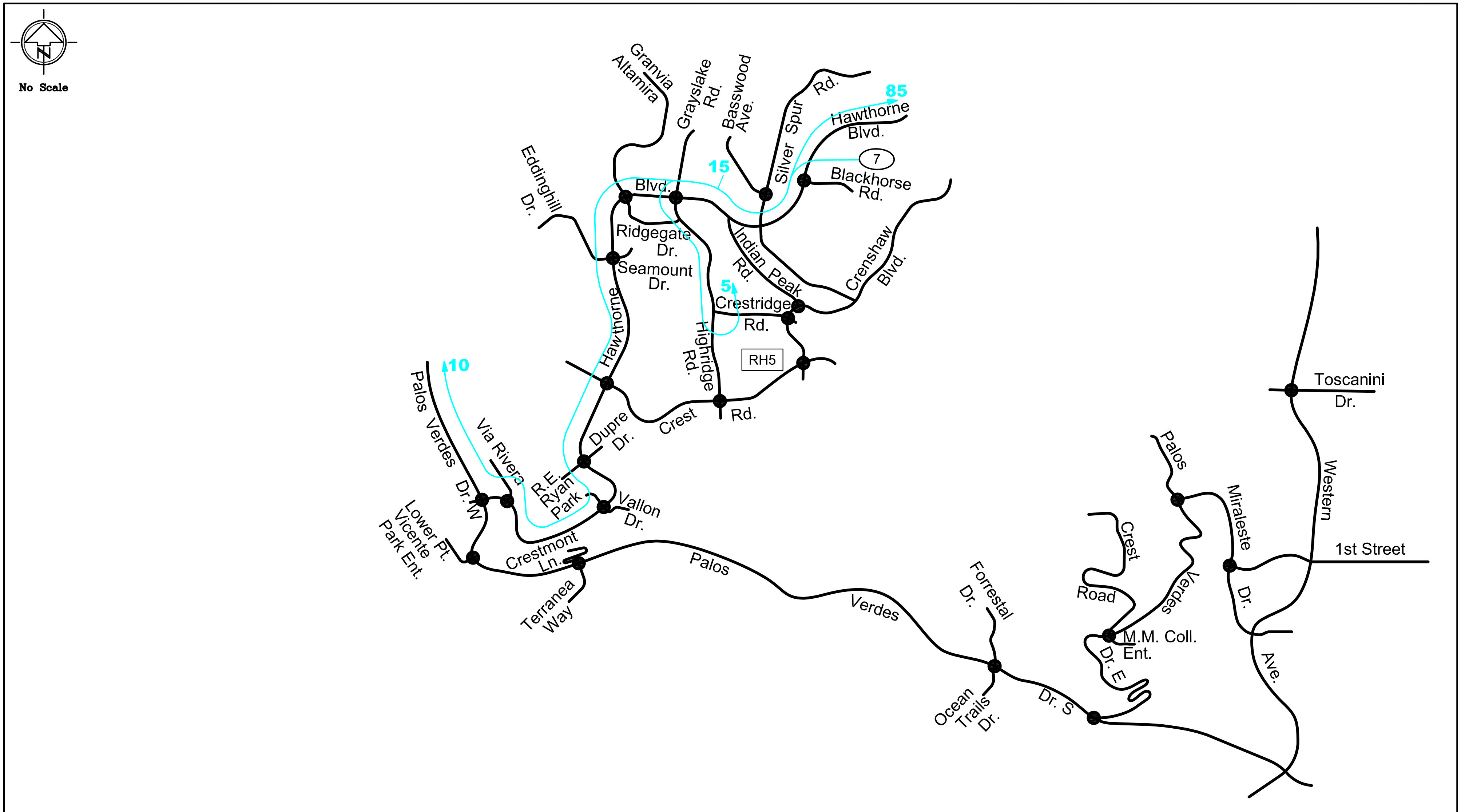
(6) = VACANT PARCEL ZONE

15 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Vacant Parcels - Zone 6
EXHIBIT F-28

WILLDAN
Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes

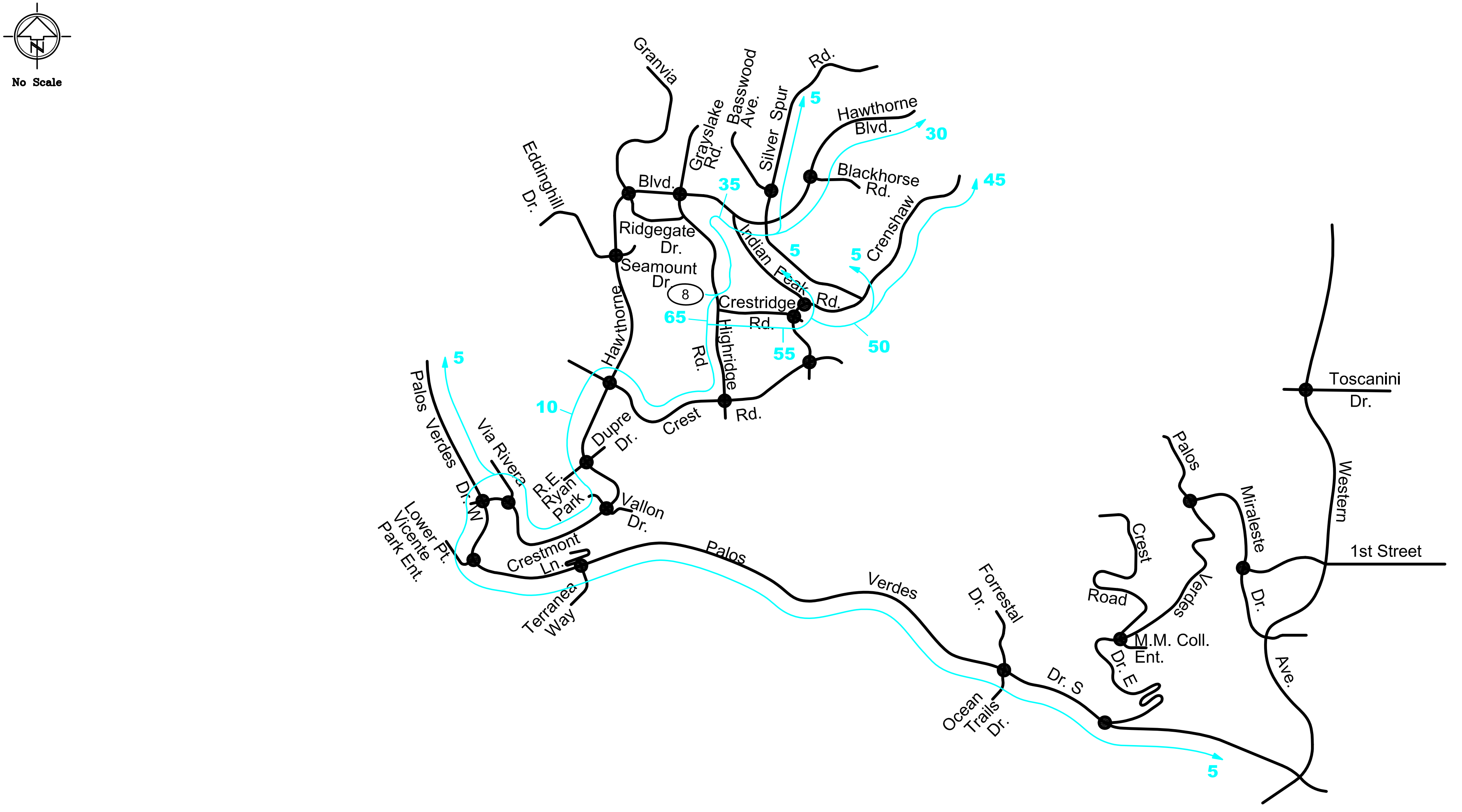


LEGEND

● = STUDY INTERSECTION
(7) = VACANT PARCEL ZONE
15 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Vacant Parcels - Zone 7
EXHIBIT F-29

WILLDAN Engineering



LEGEND

● = STUDY INTERSECTION

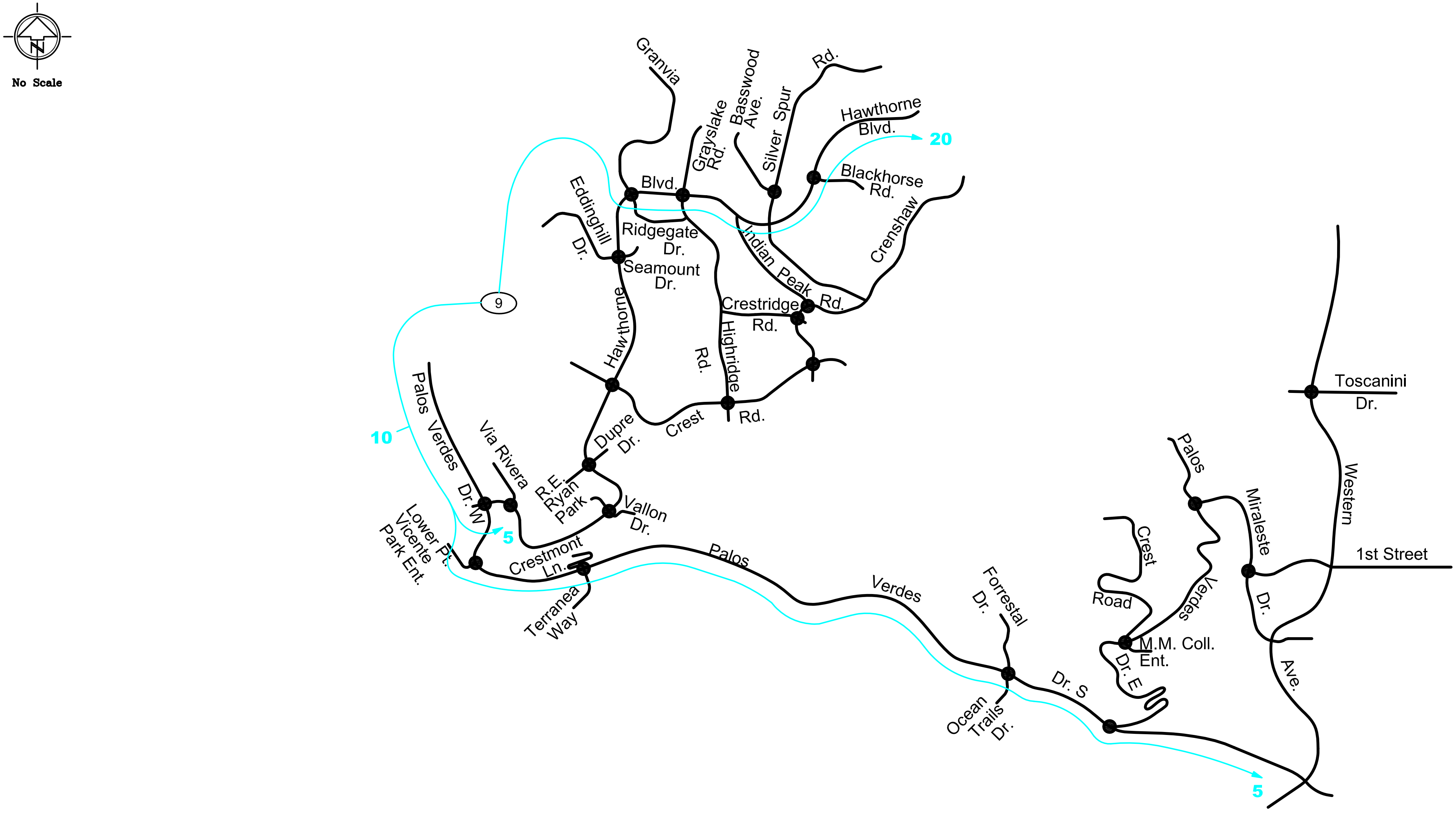
(28) = VACANT PARCEL ZONE

15 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Vacant Parcels - Zone 8
EXHIBIT F-30

WILLDAN Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



LEGEND

● = STUDY INTERSECTION

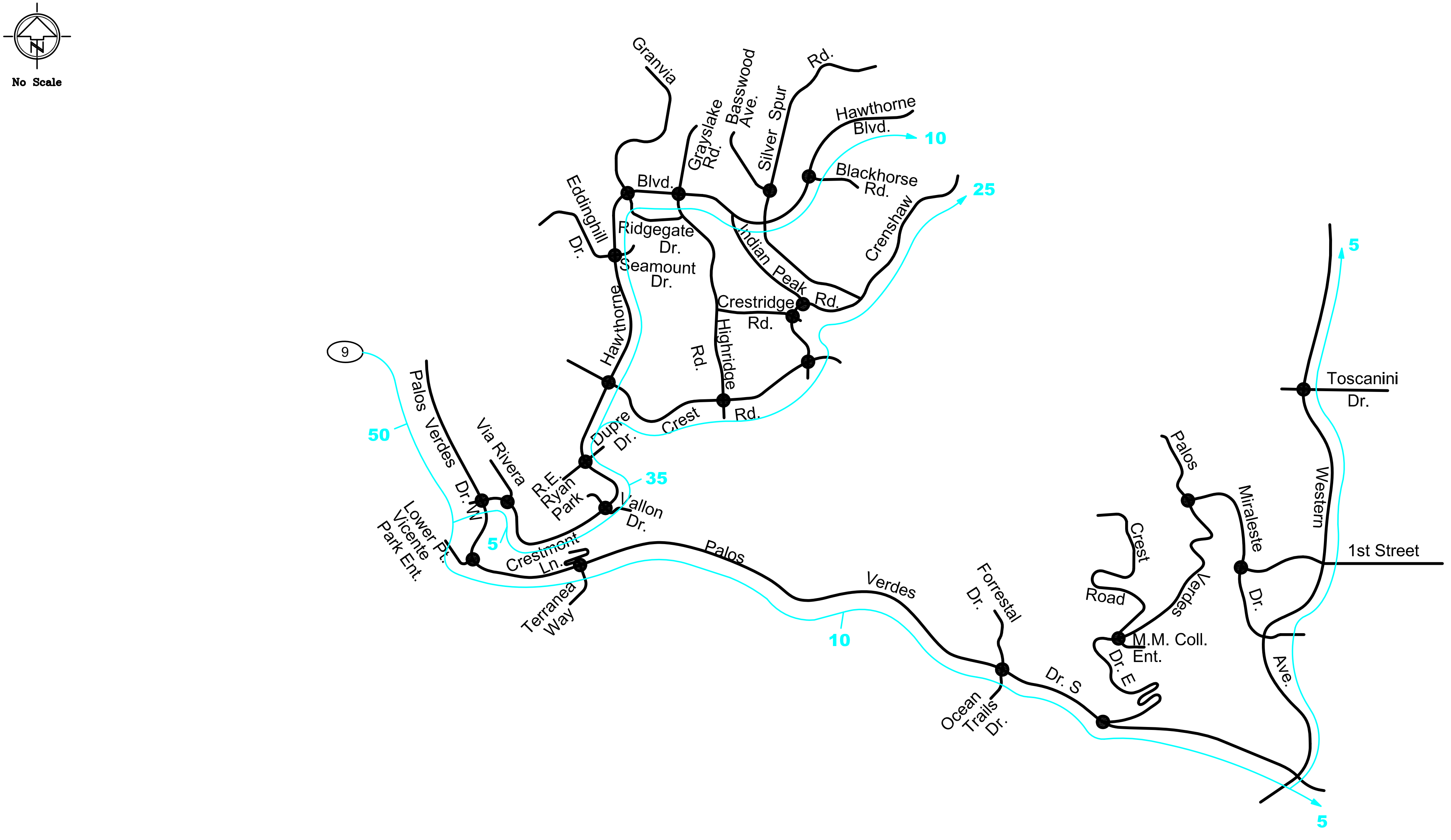
(28) = VACANT PARCEL ZONE

15 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Vacant Parcels - Zone 9
EXHIBIT F-31

WILLDAN Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



LEGEND

● = STUDY INTERSECTION

(28) = VACANT PARCEL ZONE

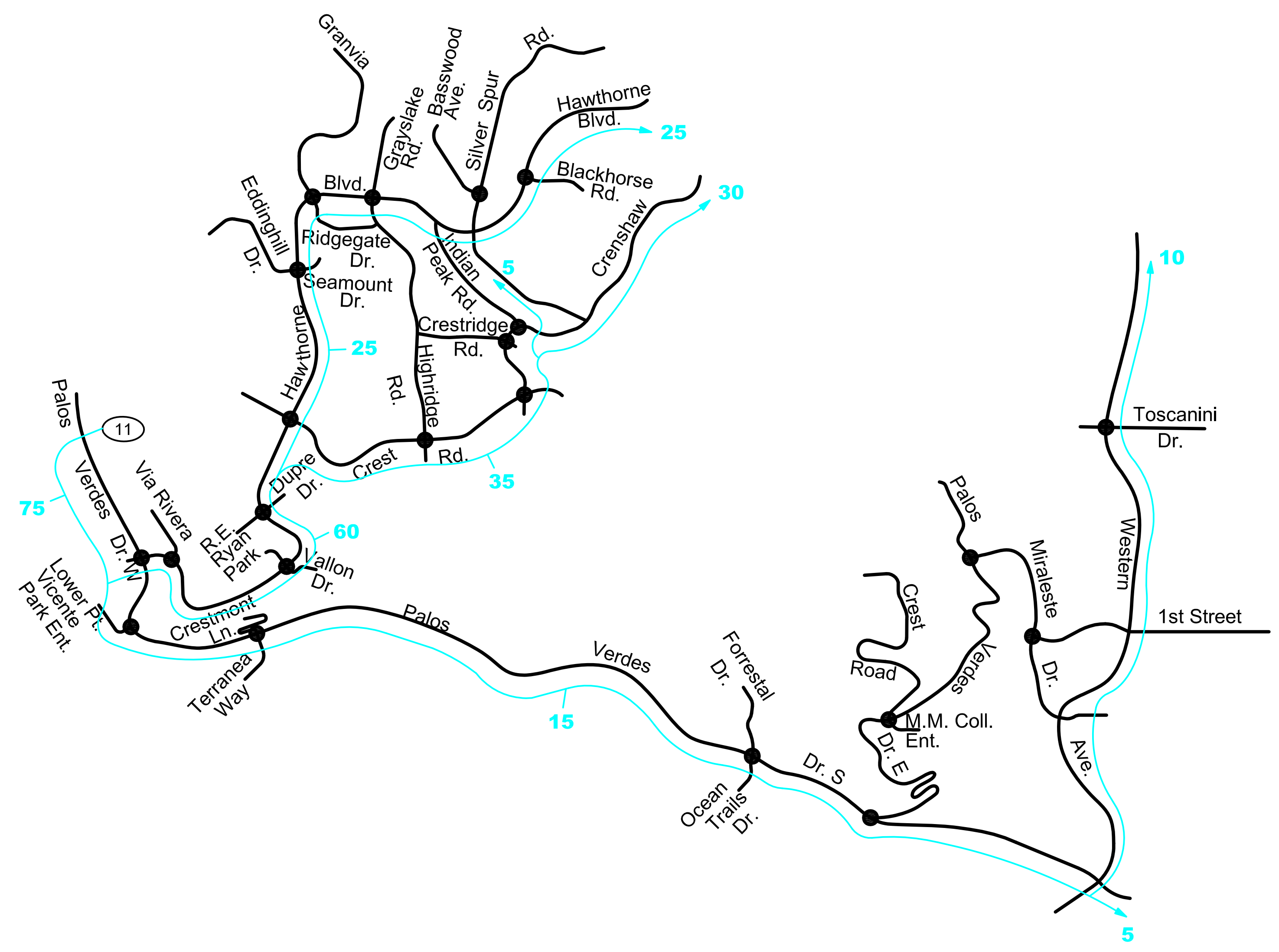
15 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Vacant Parcels - Zone 10
EXHIBIT F-32

WILLDAN Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes

No Scale



LEGEND

● = STUDY INTERSECTION

(28) = VACANT PARCEL ZONE

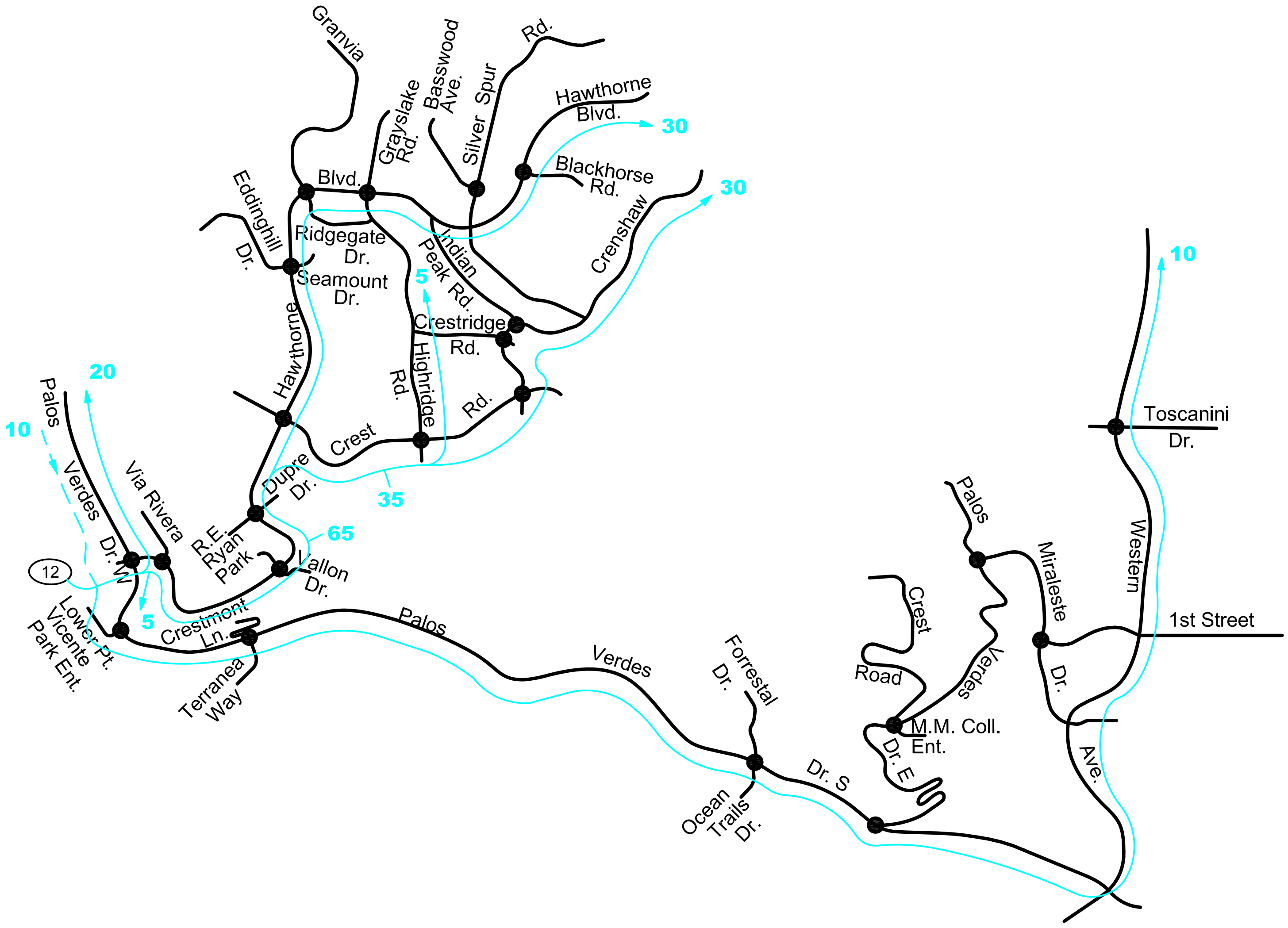
15 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Vacant Parcels - Zone 11
EXHIBIT F-33

WILLDAN Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes

No Scale



LEGEND

● = STUDY INTERSECTION

(28) = VACANT PARCEL ZONE

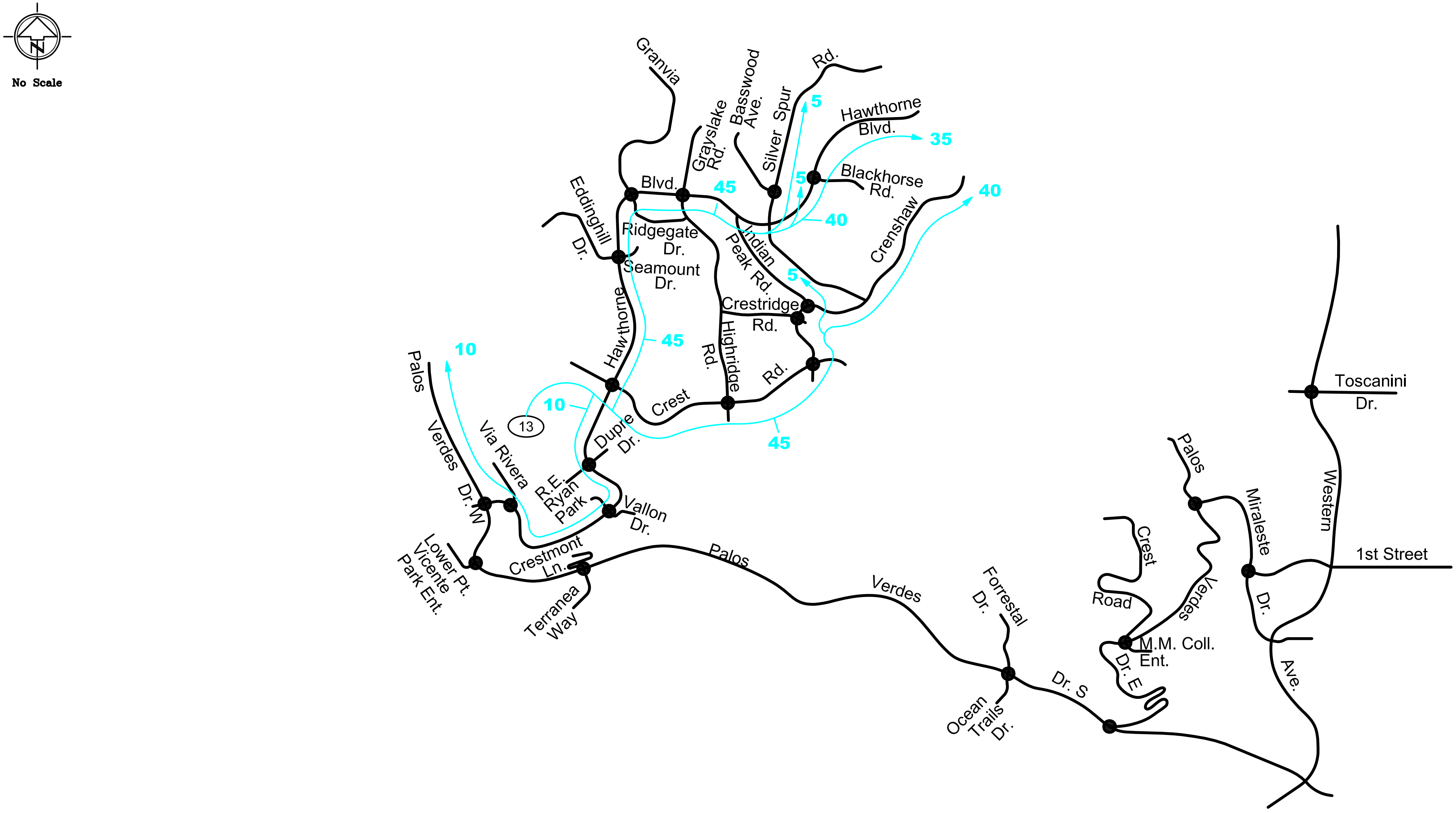
15 = PERCENTAGE OF ZONE TRIPS

— — ➤ = INBOUND

Trip Distribution
Vacant Parcels - Zone 12
EXHIBIT F-34

WILLDAN Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



LEGEND

● = STUDY INTERSECTION

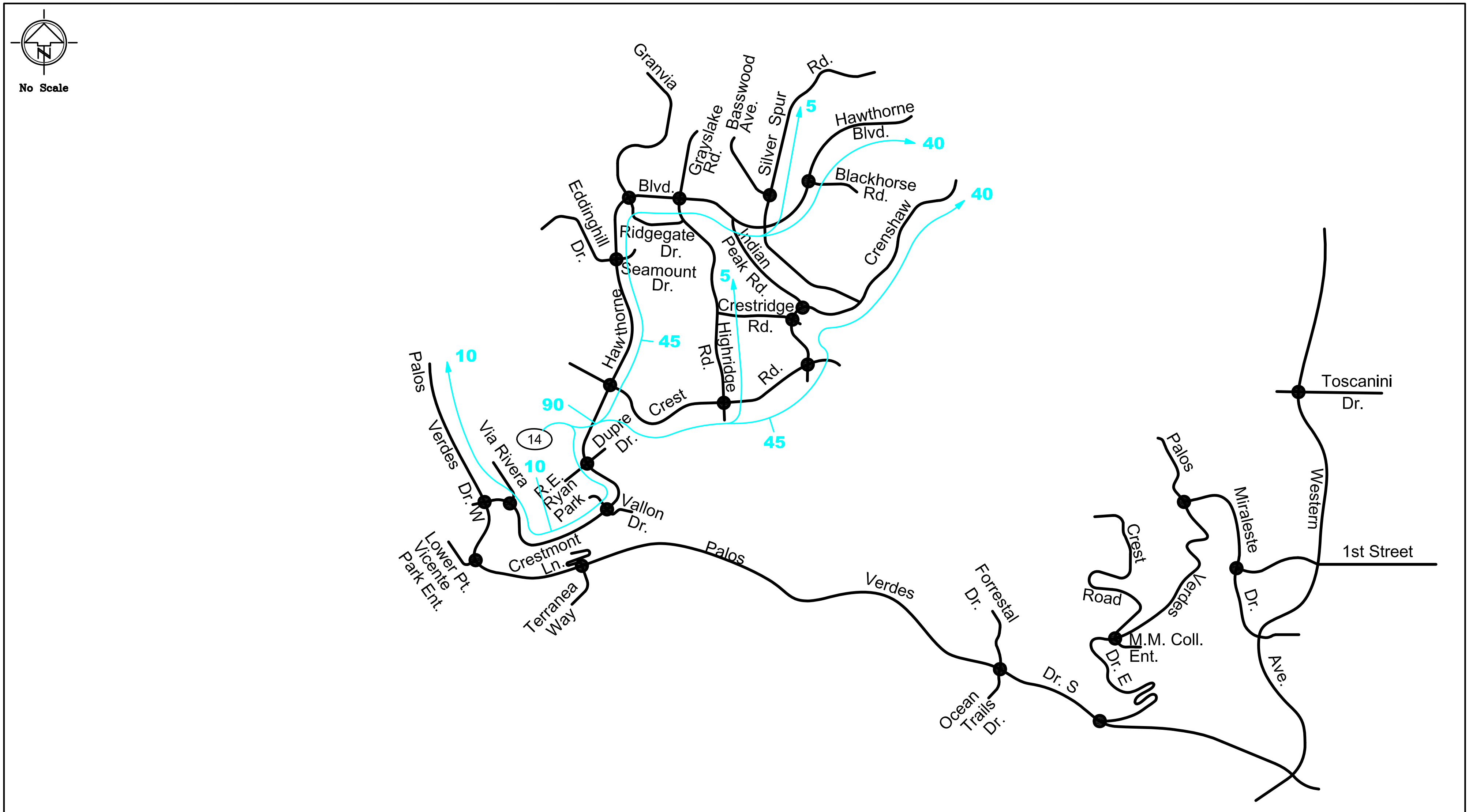
(28) = VACANT PARCEL ZONE

15 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Vacant Parcels - Zone 13
EXHIBIT F-35

WILLDAN Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



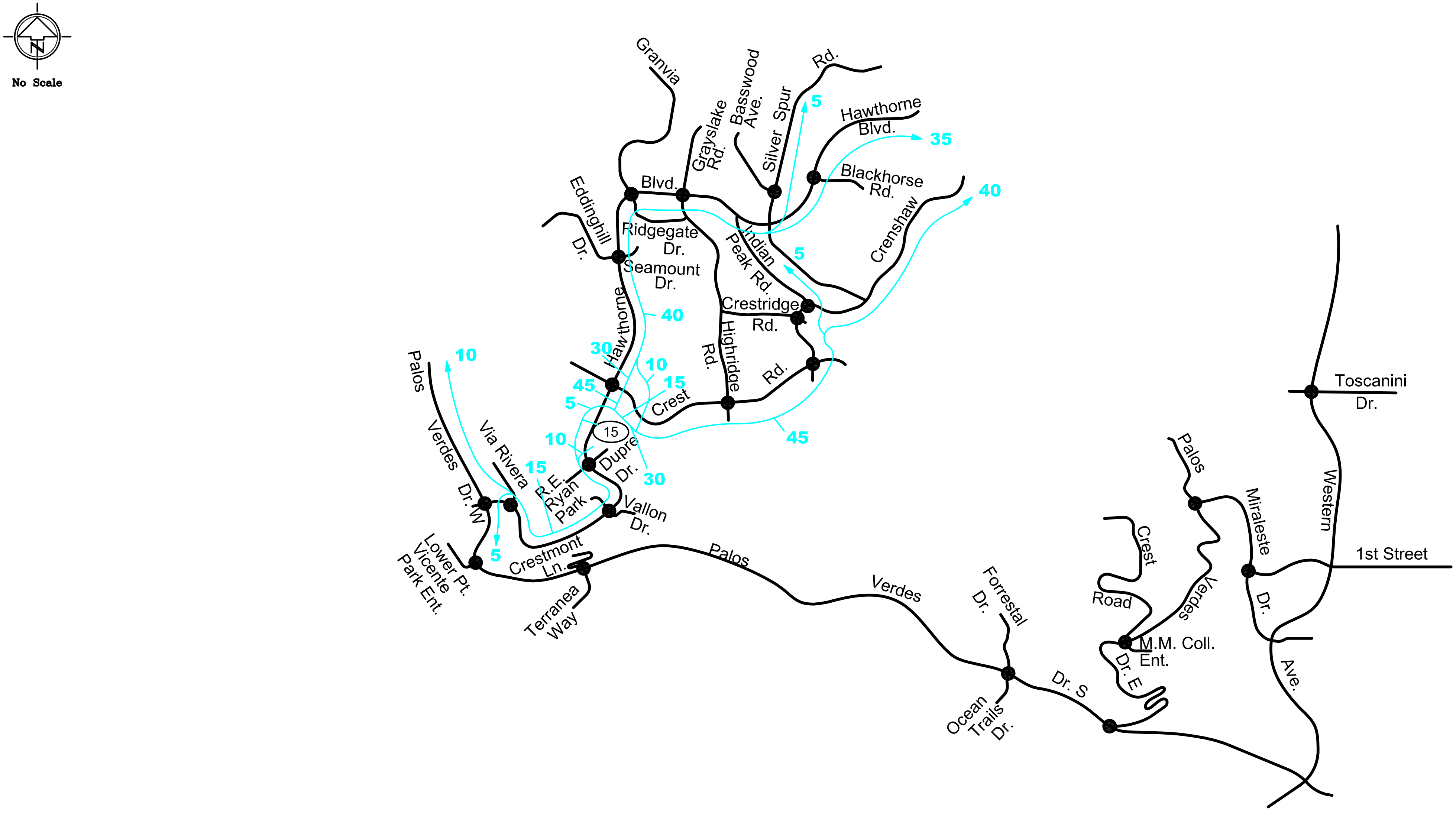
LEGEND

● = STUDY INTERSECTION
(28) = VACANT PARCEL ZONE
15 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Vacant Parcels - Zone 14
EXHIBIT F-36

WILLDAN Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



LEGEND

● = STUDY INTERSECTION

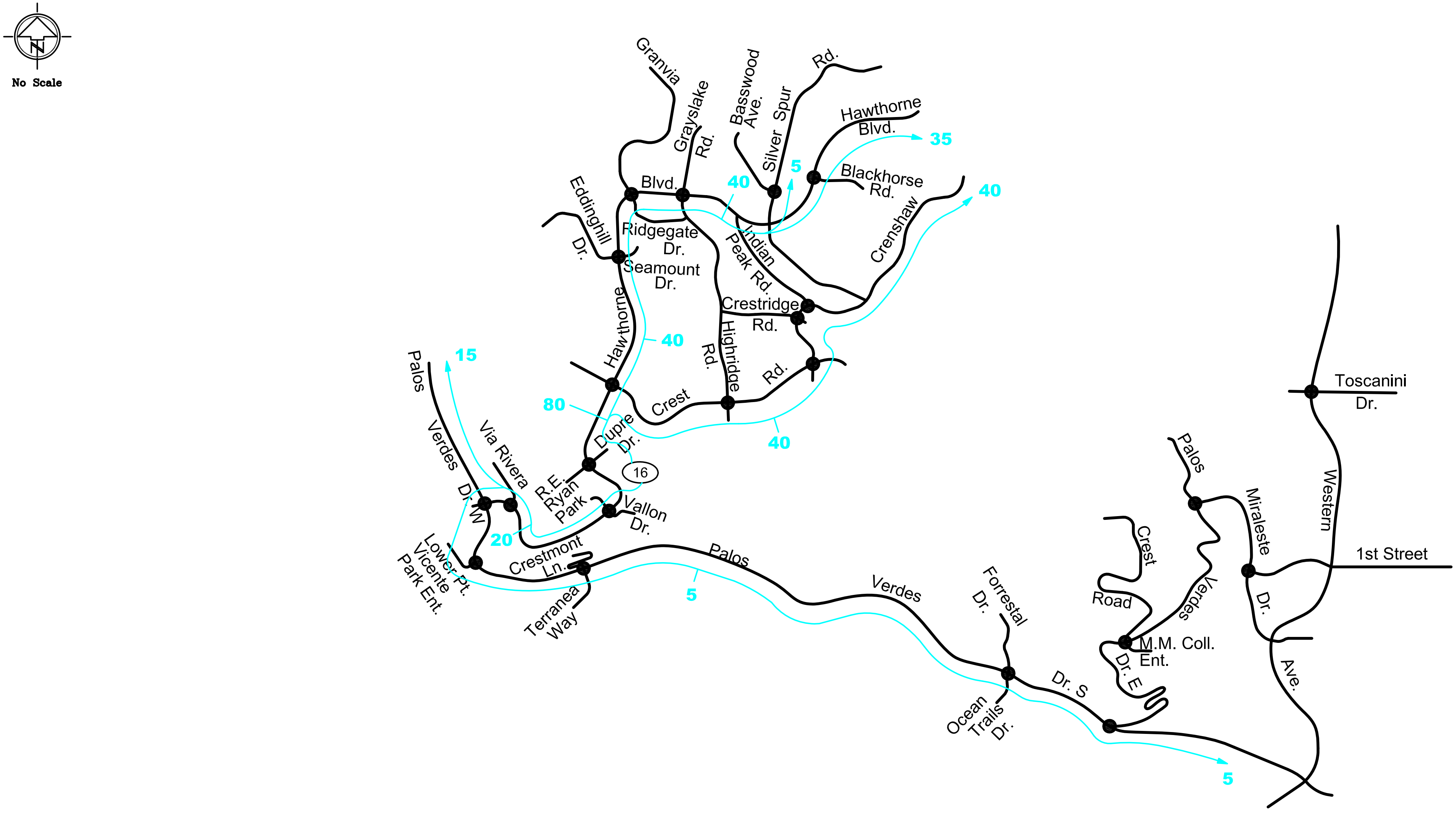
(28) = VACANT PARCEL ZONE

15 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Vacant Parcels - Zone 15
EXHIBIT F-37

WILLDAN Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



LEGEND

● = STUDY INTERSECTION

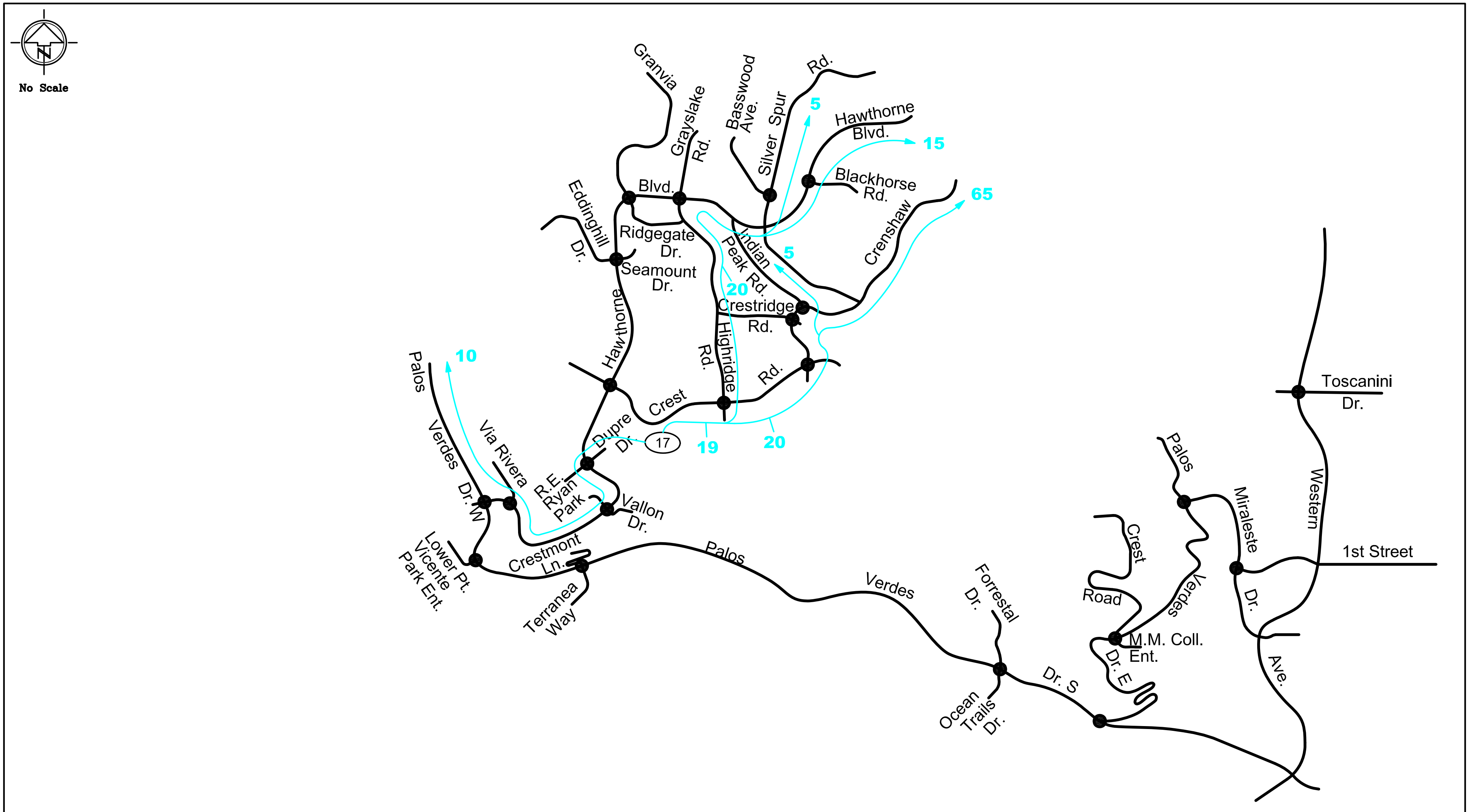
(28) = VACANT PARCEL ZONE

15 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Vacant Parcels - Zone 16
EXHIBIT F-38

WILLDAN Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



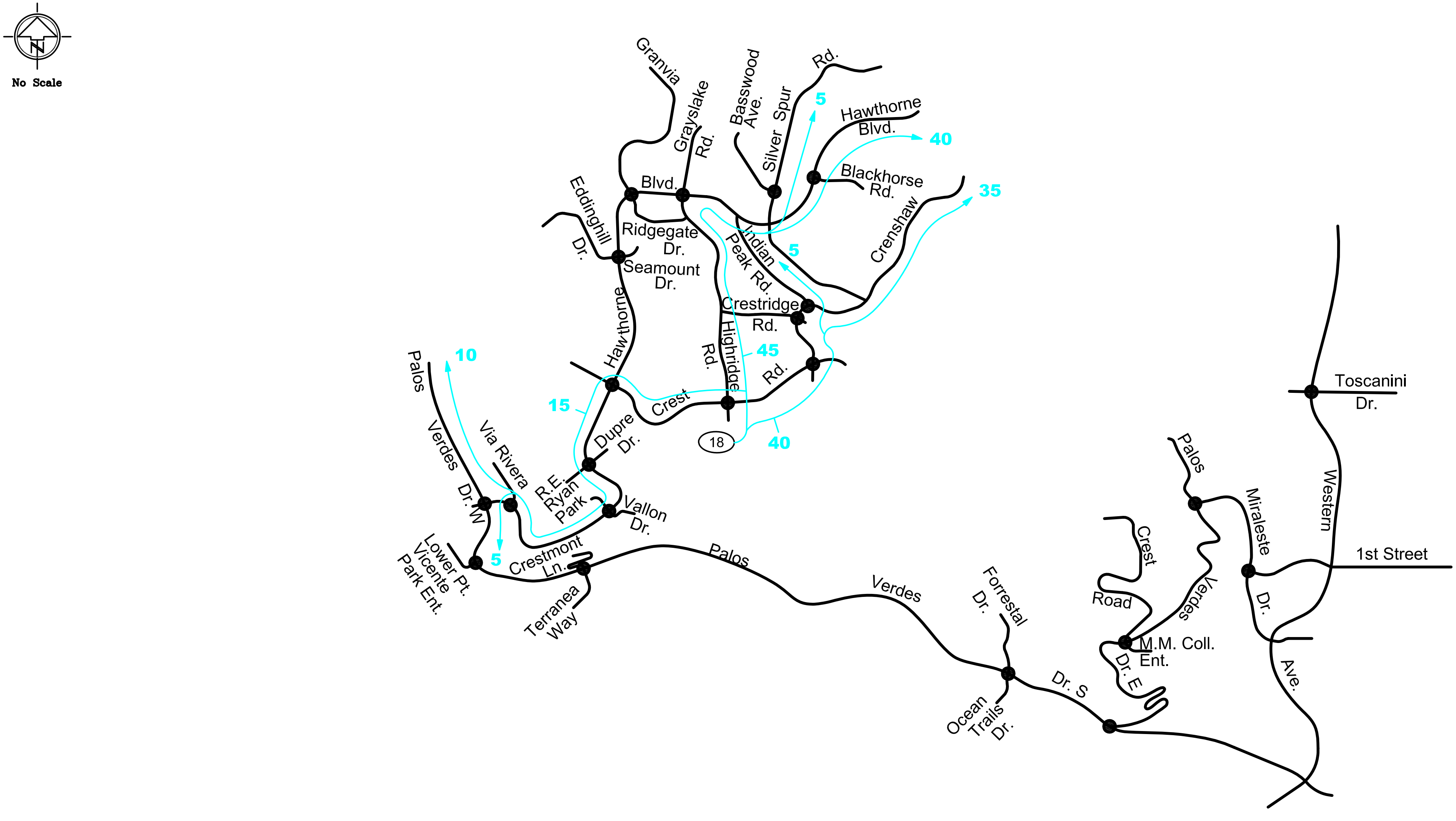
LEGEND

● = STUDY INTERSECTION
(28) = VACANT PARCEL ZONE
15 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Vacant Parcels - Zone 17
EXHIBIT F-39

WILLDAN Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



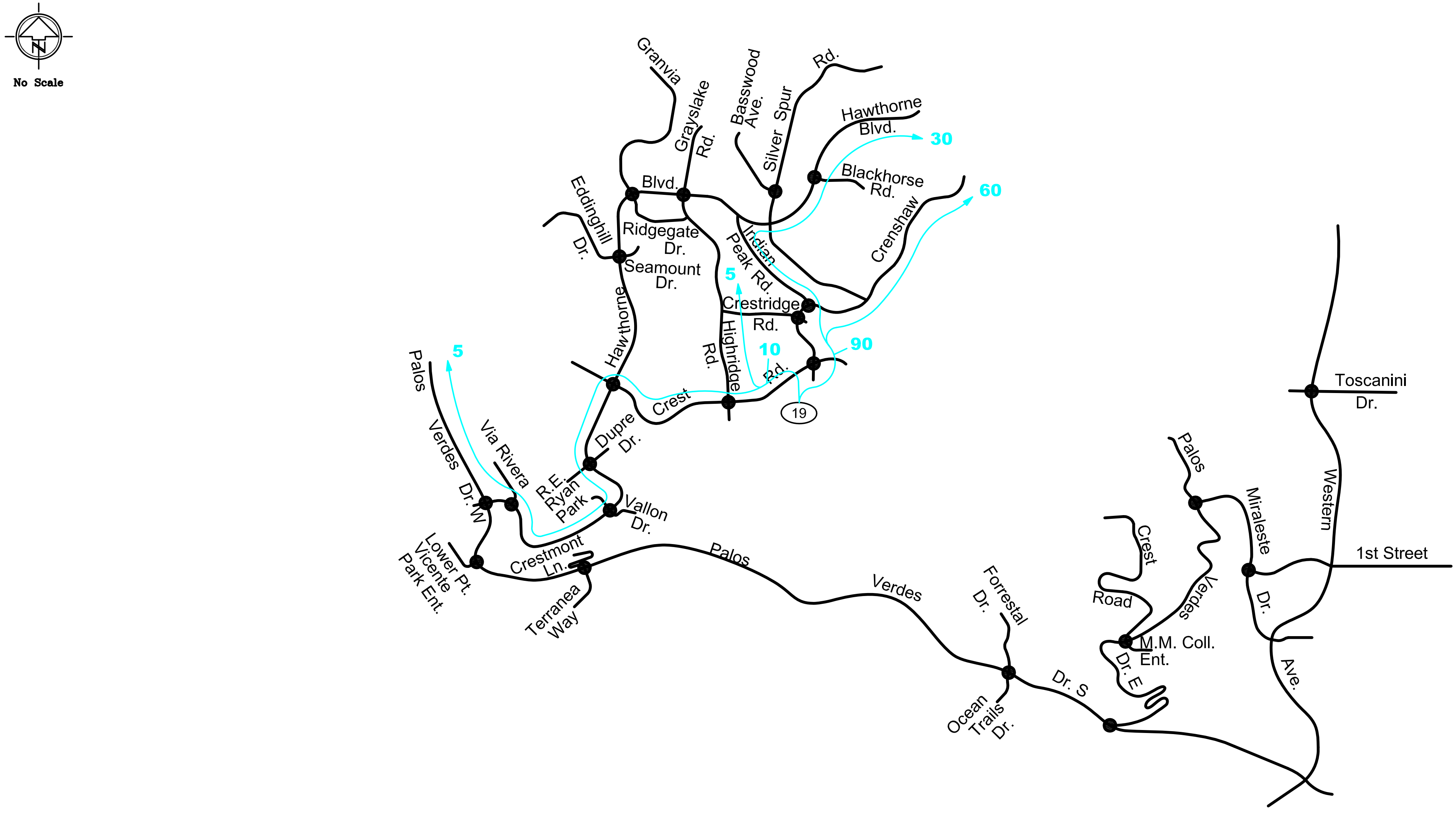
LEGEND

● = STUDY INTERSECTION
(28) = VACANT PARCEL ZONE
15 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Vacant Parcels - Zone 18
EXHIBIT F-40

WILLDAN Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes

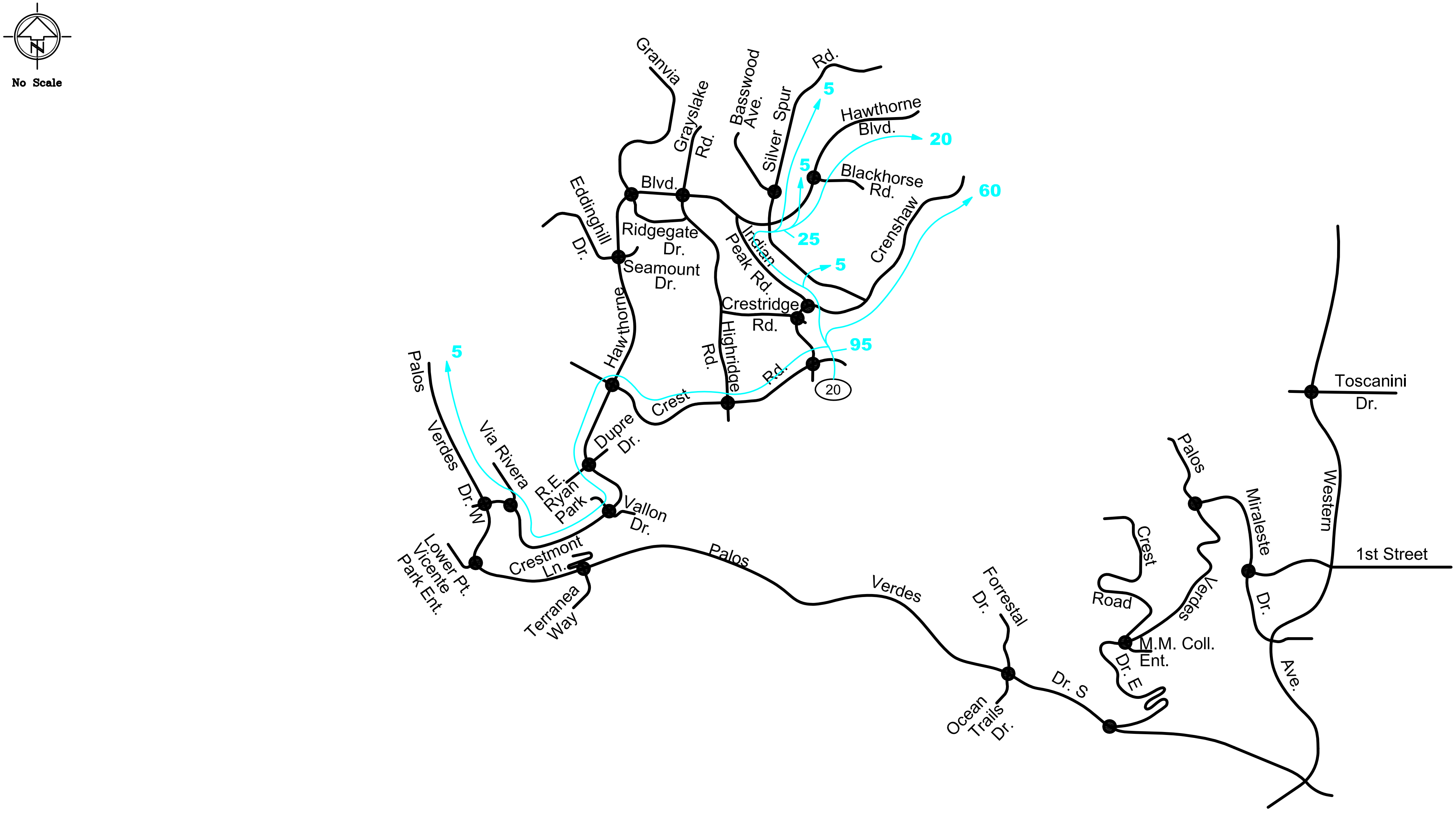


LEGEND

● = STUDY INTERSECTION
(28) = VACANT PARCEL ZONE
15 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Vacant Parcels - Zone 19
EXHIBIT F-41

WILLDAN Engineering



LEGEND

● = STUDY INTERSECTION

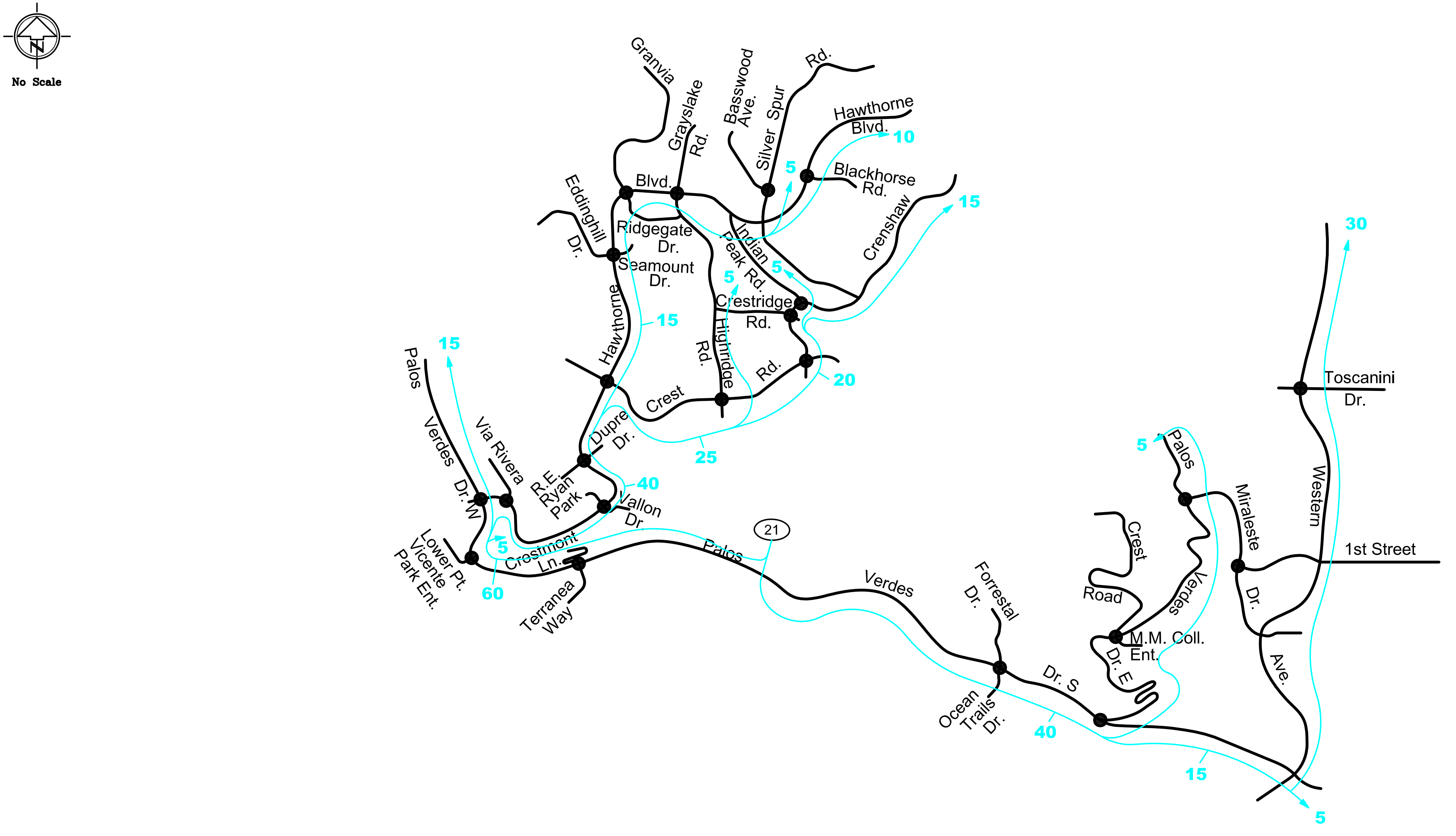
(28) = VACANT PARCEL ZONE

15 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Vacant Parcels - Zone 20
EXHIBIT F-42

WILLDAN
Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



LEGEND

● = STUDY INTERSECTION

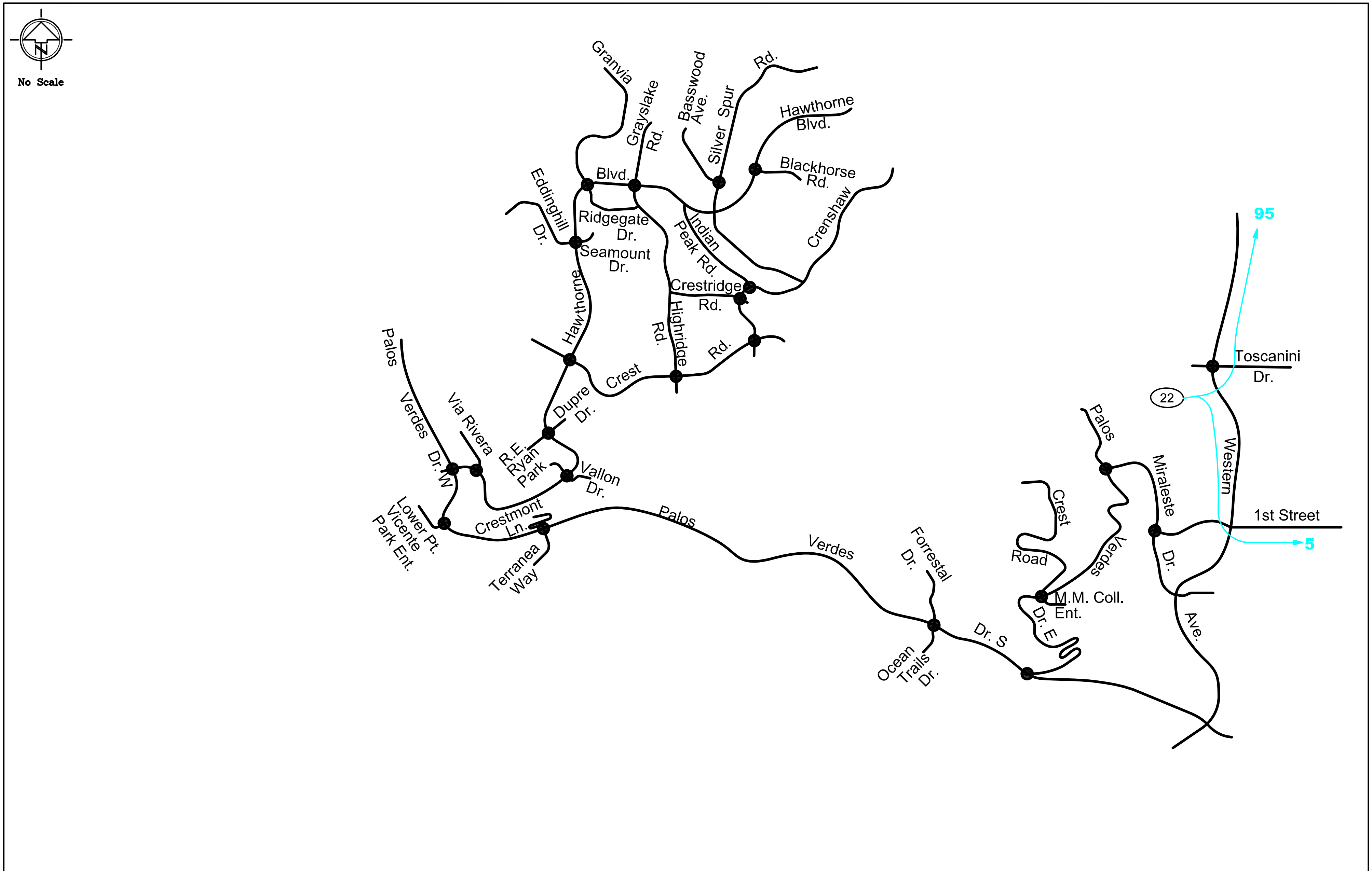
(28) = VACANT PARCEL ZONE

15 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Vacant Parcels - Zone 21
EXHIBIT F-43

WILLDAN Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



LEGEND

● = STUDY INTERSECTION

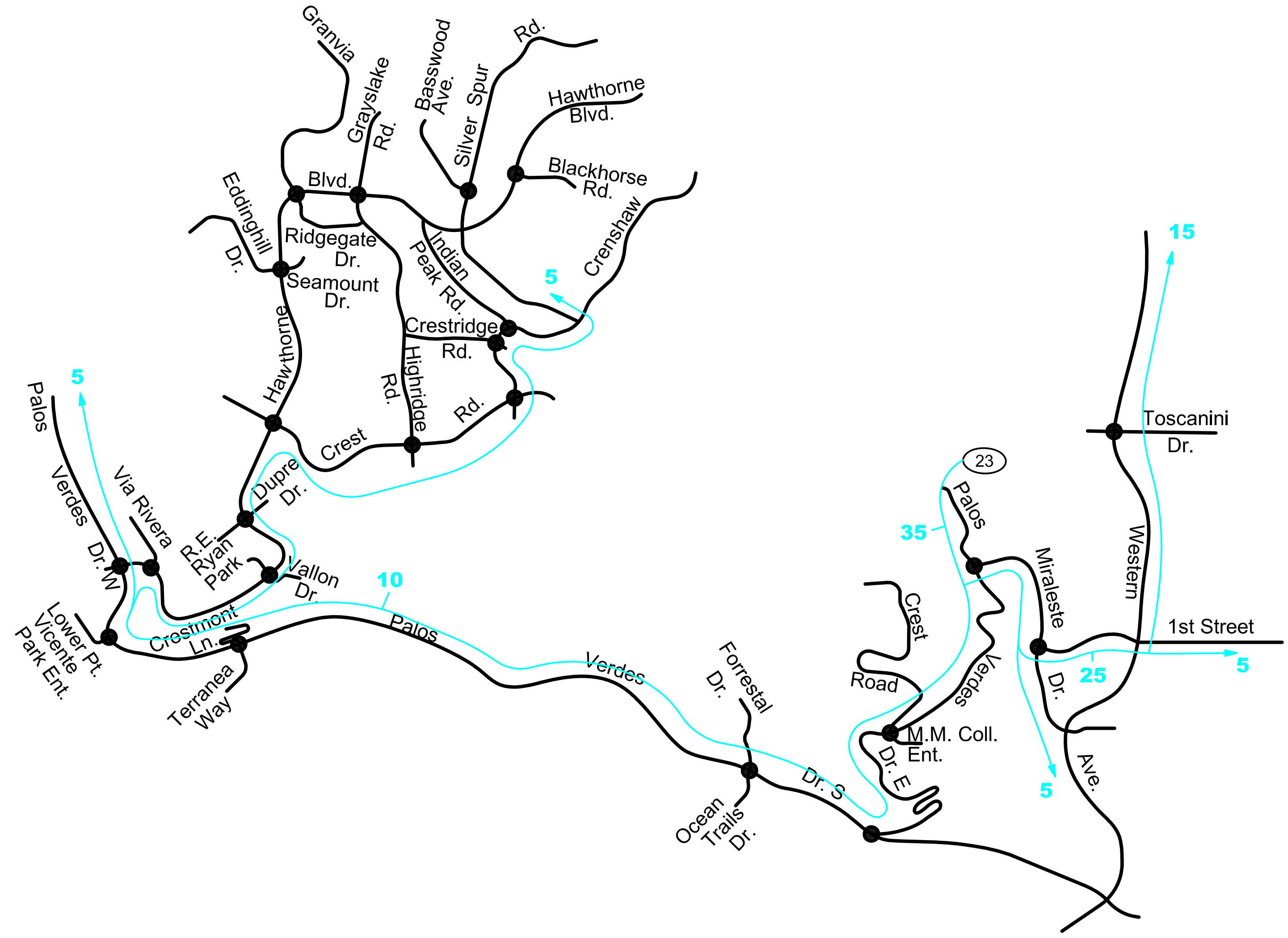
(28) = VACANT PARCEL ZONE

15 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Vacant Parcels - Zone 22
EXHIBIT F-44

WILLDAN Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



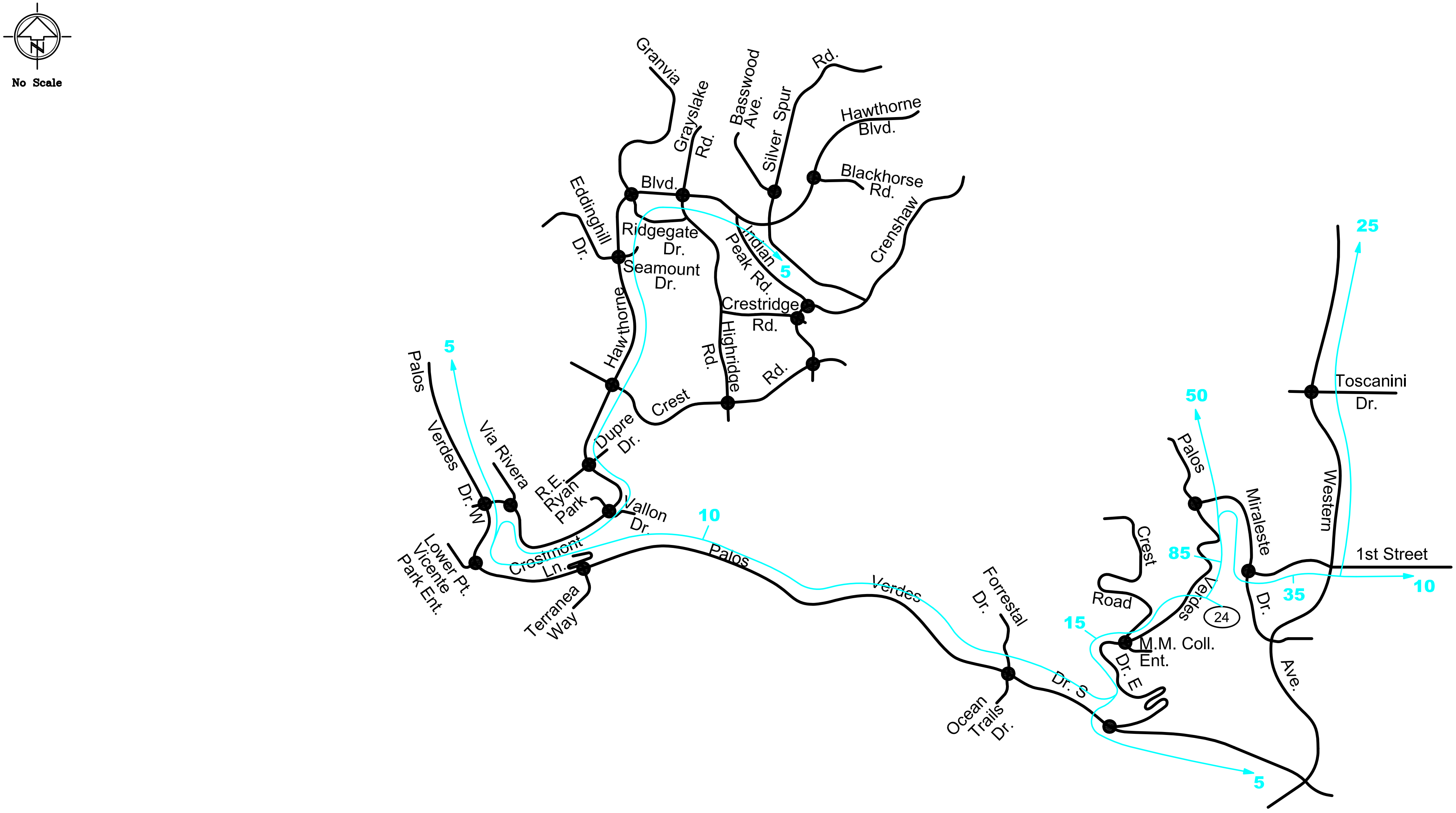
LEGEND

● = STUDY INTERSECTION
(28) = VACANT PARCEL ZONE
15 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Vacant Parcels - Zone 23
EXHIBIT F-45

WILLDAN Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



LEGEND

● = STUDY INTERSECTION

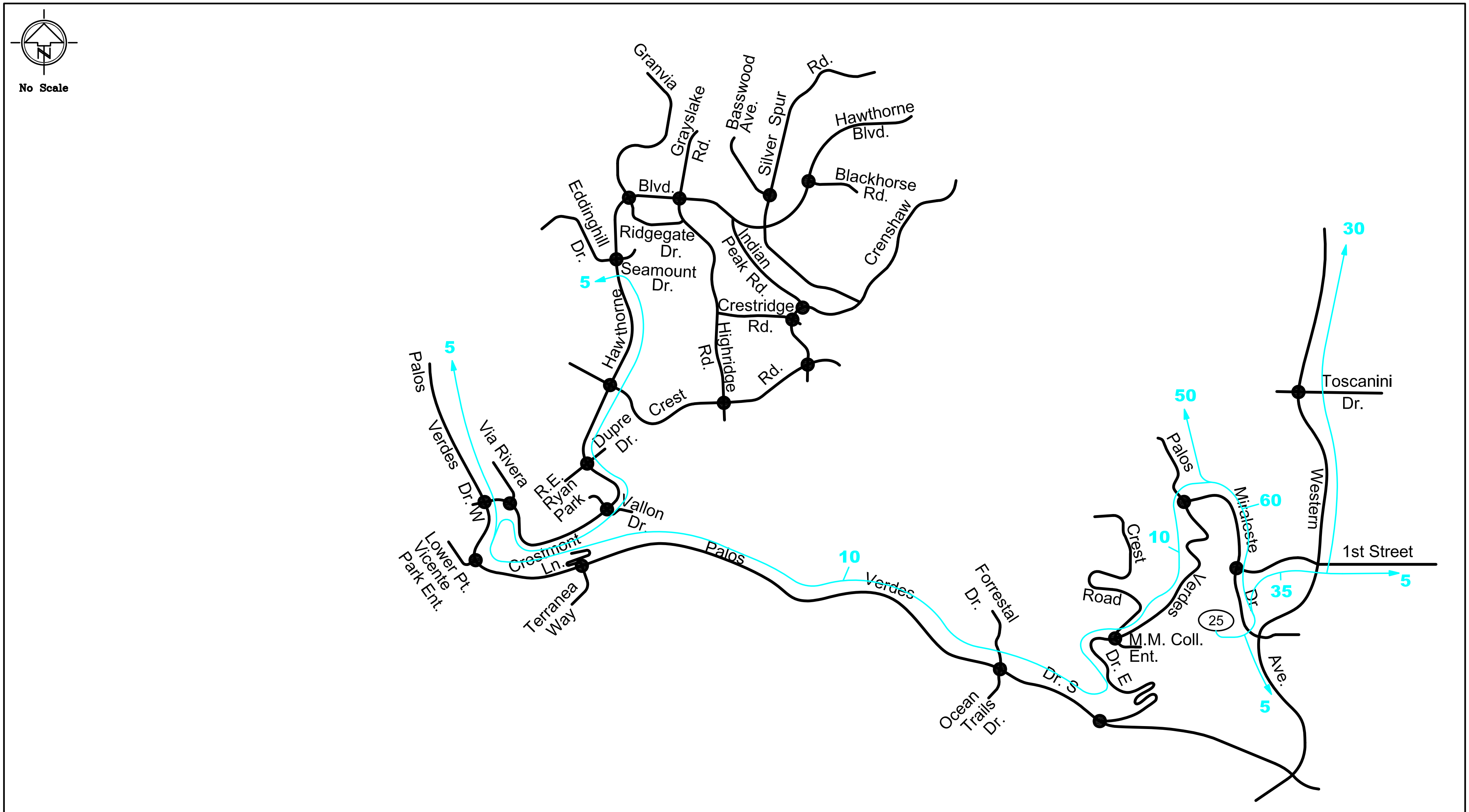
(28) = VACANT PARCEL ZONE

15 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Vacant Parcels - Zone 24
EXHIBIT F-46

WILLDAN
Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



LEGEND

● = STUDY INTERSECTION

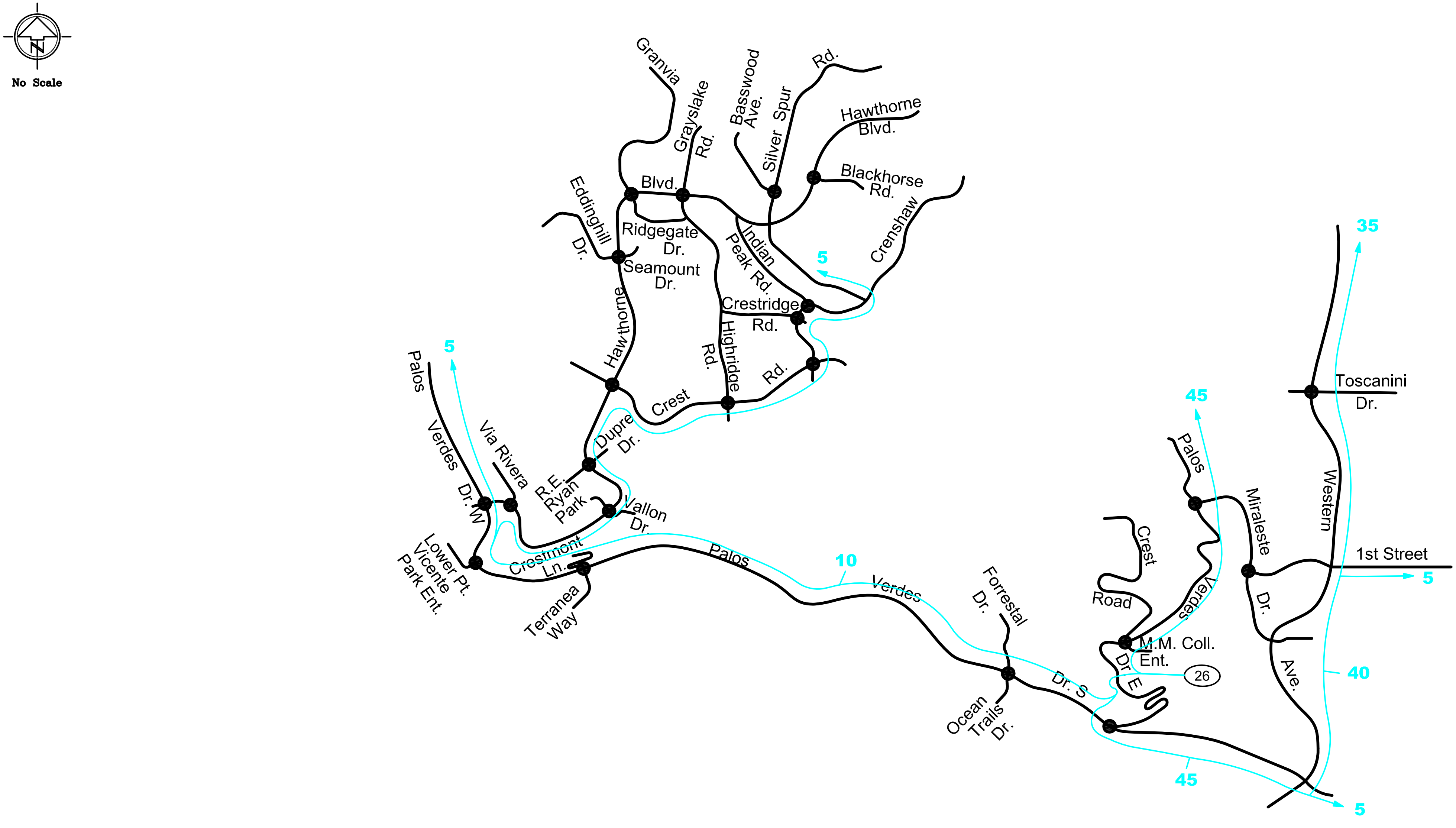
(28) = VACANT PARCEL ZONE

15 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Vacant Parcels - Zone 25
EXHIBIT F-47

WILLDAN
Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



LEGEND

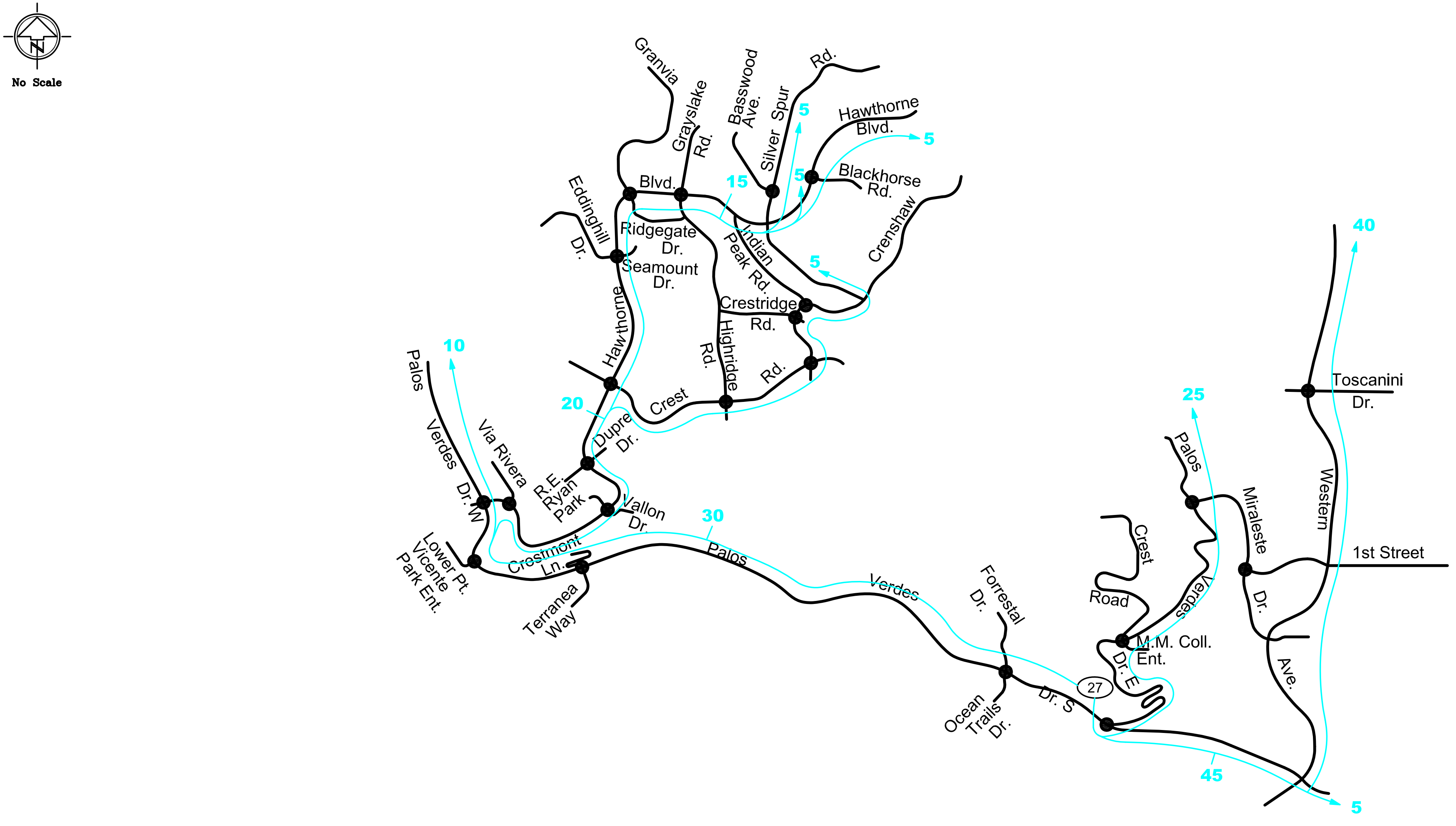
● = STUDY INTERSECTION

(28) = VACANT PARCEL ZONE

15 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Vacant Parcels - Zone 26
EXHIBIT F-48

WILLDAN Engineering



LEGEND

● = STUDY INTERSECTION

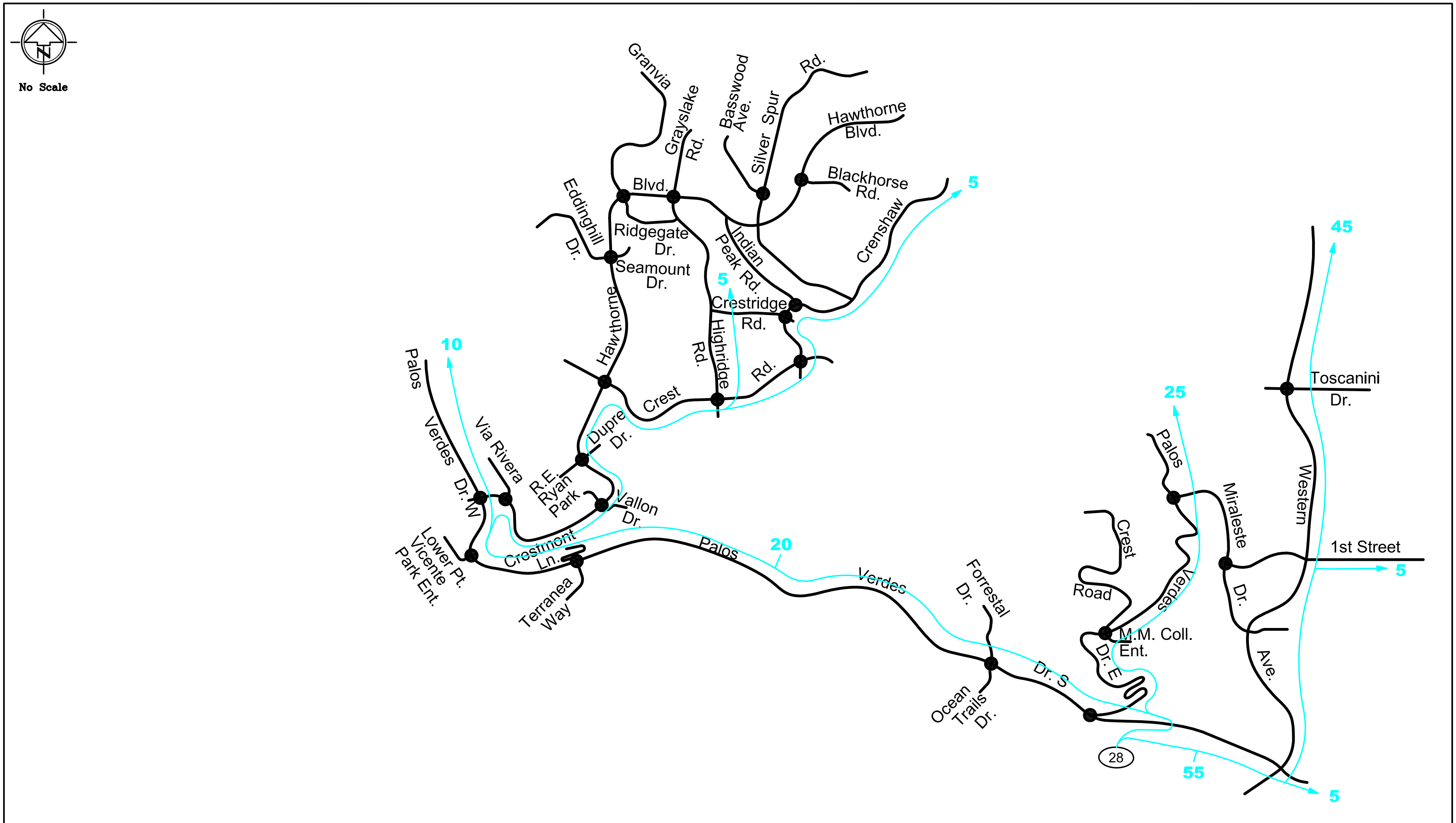
(28) = VACANT PARCEL ZONE

15 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Vacant Parcels - Zone 27
EXHIBIT F-49

WILLDAN Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



LEGEND

- ● = STUDY INTERSECTION
- (28) = VACANT PARCEL ZONE
- 15 = PERCENTAGE OF ZONE TRIPS

Trip Distribution
Vacant Parcels - Zone 28
EXHIBIT F-50

WILLDAN Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes

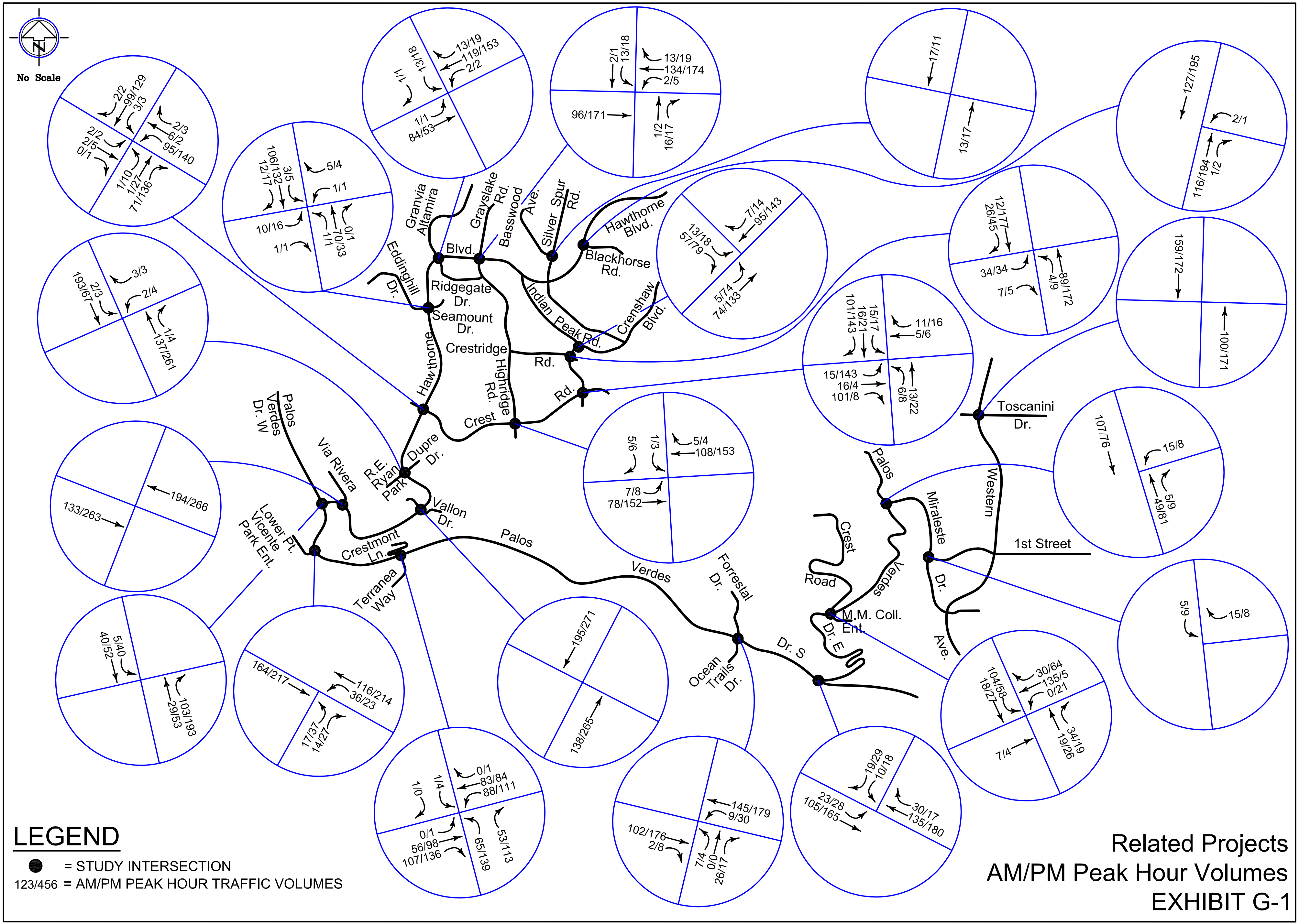
APPENDIX G

General Plan Buildout (2035) Conditions

EXHIBIT B-1

GENERAL TRAFFIC VOLUME GROWTH FACTORS

Area	2001	2005	2010	2015	2020	2025
Central	1.000	1.050	1.112	1.174	1.234	1.297
San Gabriel Valley	1.000	1.033	1.074	1.115	1.156	1.197
Gateway	1.000	1.028	1.063	1.099	1.134	1.169
South Bay	1.000	1.026	1.058	1.091	1.123	1.155
Westside	1.000	1.036	1.082	1.127	1.173	1.219
Malibu	1.000	1.091	1.204	1.318	1.431	1.545
San Fernando Valley	1.000	1.035	1.079	1.123	1.167	1.211
Arroyo Verdugo	1.000	1.037	1.083	1.129	1.176	1.222
North County	1.000	1.196	1.441	1.686	1.930	2.175



LEGEND

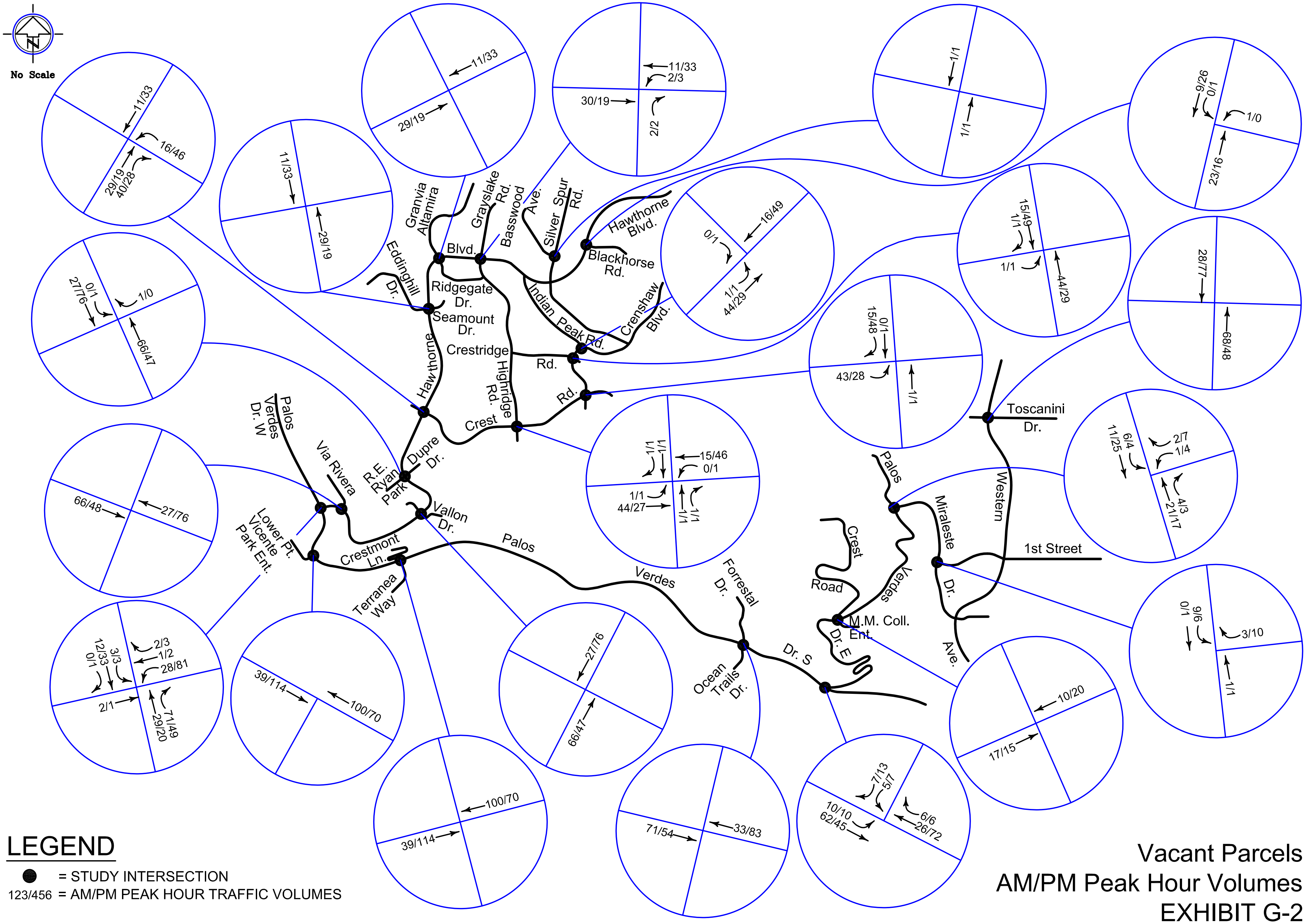
● = STUDY INTERSECTION

123/456 = AM/PM PEAK HOUR TRAFFIC VOLUMES

Related Projects
AM/PM Peak Hour Volumes
EXHIBIT G-1

WILLDAN Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes



Vacant Parcels
AM/PM Peak Hour Volumes
EXHIBIT G-2

LEGEND

● = STUDY INTERSECTION
123/456 = AM/PM PEAK HOUR TRAFFIC VOLUMES

WILLDAN Engineering

General Plan Circulation Element Update
Traffic Impact Analysis (#100114)
City of Rancho Palos Verdes

```
--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                 AM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #1 Palos Verdes Dr. W/Hawthorne Blvd.-Via Vicente
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.947
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       120                Level Of Service:                  E
********************************************************************************
Street Name:     Palos Verdes Drive West         Hawthorne Blvd.-Via Vicente
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  1    1  0  1  1  0    0  1  0  1  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      12  483   340   217  322     6    10   34     4   162   21   268
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:   14  564   397   253  376     7    12   40     5   189   25   313
Added Vol:      0   58   174    28   65     0     0    2     0   184    1    27
Flow Consrv:    0    0     5     5   40     0     0    1     0    29    1    15
Initial Fut:   14  622   576   286  481     7    12   43     5   402   27   355
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    15  676   626   311  523     8    13   46     5   437   29   386
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   15  676   626   311  523     8    13   46     5   437   29   386
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   15  676   626   311  523     8    13   46     5   437   29   386
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 1.97  0.03  0.39 1.45  0.16  1.88 0.12  1.00
Final Sat.:  1600 3200  1600  1600 3154    46   633 2314   253  3002  198  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.21  0.39  0.19 0.17  0.17  0.02 0.02  0.02  0.15 0.15  0.24
Crit Moves:               ****  ****                       ****              ****
********************************************************************************
```

```
-------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
      2035 General Plan Buildout Conditions With Additional Improvements
                                AM Peak Hour
-------------------------------------------------------------------------------

                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*******************************************************************************
Intersection #1 Palos Verdes Dr. W/Hawthorne Blvd.-Via Vicente
*******************************************************************************
Cycle (sec):         100               Critical Vol./Cap.(X):         0.706
Loss Time (sec):      10               Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60               Level Of Service:                  C
*******************************************************************************
Street Name:     Palos Verdes Drive West         Hawthorne Blvd.-Via Vicente
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:            Ovl             Include         Include          Include
Min. Green:     0    0     0    0    0     0    0    0     0    0    0     0
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
Lanes:        1  0  2  0  1   1  0  1  1  0   0  1  0  1  0   1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      12  483   340  217  322     6   10   34     4  162   21   268
Growth Adj:  1.17 1.17  1.17 1.17 1.17  1.17 1.17 1.17  1.17 1.17 1.17  1.17
Initial Bse:   14  564   397  253  376     7   12   40     5  189   25   313
Added Vol:      0   58   174   28   65     0    0    2     0  184    1    27
Flow Consrv:    0    0     5    5   40     0    0    1     0   29    1    15
Initial Fut:   14  622   576  286  481     7   12   43     5  402   27   355
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92  0.92
PHF Volume:    15  676   626  311  523     8   13   46     5  437   29   386
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:   15  676   626  311  523     8   13   46     5  437   29   386
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:   15  676   626  311  523     8   13   46     5  437   29   386
OvlAdjVol:               240
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600 1600 1600  1600 1600 1600  1600 1600 1600  1600
Adjustment:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:       1.00 2.00  1.00 1.00 1.97  0.03 0.39 1.45  0.16 1.88 0.12  1.00
Final Sat.:  1600 3200  1600 1600 3154    46  633 2314   253 3002  198  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.21  0.39 0.19 0.17  0.17 0.02 0.02  0.02 0.15 0.15  0.24
OvlAdjV/S:              0.15
Crit Moves:             ****  ****                      ****              ****
*******************************************************************************
```

```
--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #1 Palos Verdes Dr. W/Hawthorne Blvd.-Via Vicente
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):         0.909
Loss Time (sec):      10              Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       105              Level Of Service:                  E
********************************************************************************
Street Name:     Palos Verdes Drive West        Hawthorne Blvd.-Via Vicente
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase       Split Phase
Rights:           Include          Include          Include          Include
Min. Green:    0    0     0    0    0     0    0    0     0    0    0     0
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
Lanes:        1  0  2  0  1   1  0  1  1  0   0  1  0  1  0   1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       7  275   215  217  322     6    5   33     7  291   37   171
Growth Adj:  1.17 1.17  1.17 1.17 1.17  1.17 1.17 1.17  1.17 1.17 1.17  1.17
Initial Bse:    8  321   251  253  376     7    6   39     8  340   43   200
Added Vol:      0   74   242   43   85     1    0    1     0  273    2    44
Flow Consrv:    0    0     5    6   28     0    0    1     1   59    7    34
Initial Fut:    8  395   498  302  489     8    6   41     9  672   52   278
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92  0.92
PHF Volume:     9  430   541  329  532     9    6   44    10  730   57   302
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:    9  430   541  329  532     9    6   44    10  730   57   302
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:    9  430   541  329  532     9    6   44    10  730   57   302
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600 1600 1600  1600 1600 1600  1600 1600 1600  1600
Adjustment:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:       1.00 2.00  1.00 1.00 1.97  0.03 0.21 1.46  0.33 1.86 0.14  1.00
Final Sat.:  1600 3200  1600 1600 3148    52  336 2335   528 2969  231  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.13  0.34 0.21 0.17  0.17 0.02 0.02  0.02 0.25 0.25  0.19
Crit Moves:             **** ****                 ****       ****
********************************************************************************
```

```
--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
      2035 General Plan Buildout Conditions With Additional Improvements
                                  PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #1 Palos Verdes Dr. W/Hawthorne Blvd.-Via Vicente
********************************************************************************
Cycle (sec):         100                 Critical Vol./Cap.(X):         0.705
Loss Time (sec):      10                 Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60                 Level Of Service:                  C
********************************************************************************
Street Name:     Palos Verdes Drive West         Hawthorne Blvd.-Via Vicente
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:            Ovl             Include          Include          Include
Min. Green:     0    0     0    0    0     0    0    0     0    0    0     0
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
Lanes:        1  0  2  0  1   1  0  1  1  0   0  1  0  1  0   1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       7  275   215   217  322     6    5   33     7   291   37   171
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17 1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:    8  321   251   253  376     7    6   39     8   340   43   200
Added Vol:      0   74   242    43   85     1    0    1     0   273    2    44
Flow Consrv:    0    0     5     6   28     0    0    1     1    59    7    34
Initial Fut:    8  395   498   302  489     8    6   41     9   672   52   278
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92 0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:     9  430   541   329  532     9    6   44    10   730   57   302
Reduct Vol:     0    0     0     0    0     0    0    0     0     0    0     0
Reduced Vol:    9  430   541   329  532     9    6   44    10   730   57   302
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    9  430   541   329  532     9    6   44    10   730   57   302
OvlAdjVol:               148
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600 1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 1.97  0.03 0.21 1.46  0.33  1.86 0.14  1.00
Final Sat.:  1600 3200  1600  1600 3148    52  336 2335   528  2969  231  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.13  0.34  0.21 0.17  0.17 0.02 0.02  0.02  0.25 0.25  0.19
OvlAdjV/S:              0.09
Crit Moves:       ****        ****                   ****        ****
********************************************************************************
```

```
--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                AM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #2 Palos Verdes Dr. W - Palos Verdes Dr. S/Lower Pt. Vicente Park E
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.507
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60                Level Of Service:                  A
********************************************************************************
Street Name:Palos Verdes Drive West - Palos V    Lower Pt. Vicente Park Ent.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  0    0  0  1  1  0    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       3  802     0     0  476     0     3    0     4     0    0     0
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:    4  937     0     0  556     0     4    0     5     0    0     0
Added Vol:     36  215     0     0  204     0    17    0    14     0    0     0
Flow Consrv:    0    5     0     0   69     0     0    0     0     0    0     0
Initial Fut:   40 1157     0     0  829     0    21    0    19     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    43 1257     0     0  901     0    22    0    20     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   43 1257     0     0  901     0    22    0    20     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   43 1257     0     0  901     0    22    0    20     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.00  0.00  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1600 3200     0     0 3200     0  1600    0  1600     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.39  0.00  0.00 0.28  0.00  0.01 0.00  0.01  0.00 0.00  0.00
Crit Moves:       ****        ****             ****
********************************************************************************
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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                 PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #2 Palos Verdes Dr. W - Palos Verdes Dr. S/Lower Pt. Vicente Park E
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.536
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60                Level Of Service:                  A
********************************************************************************
Street Name:Palos Verdes Drive West - Palos V    Lower Pt. Vicente Park Ent.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  0    0  0  1  1  0    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       4  486     0     0  583     0    16    0    10     0    0     0
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:    5  568     0     0  681     0    19    0    12     0    0     0
Added Vol:     23  283     0     0  331     0    32    0    27     0    0     0
Flow Consrv:    0    5     0     0  114     0     0    0     1     0    0     0
Initial Fut:   28  856     0     0 1126     0    51    0    40     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    30  930     0     0 1224     0    55    0    43     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   30  930     0     0 1224     0    55    0    43     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   30  930     0     0 1224     0    55    0    43     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.00  0.00  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1600 3200     0     0 3200     0  1600    0  1600     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.29  0.00  0.00 0.38  0.00  0.03 0.00  0.03  0.00 0.00  0.00
Crit Moves:  ****                  ****        ****
********************************************************************************
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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                 AM Peak Hour
--------------------------------------------------------------------------------

                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #3 Via Rivera/Hawthorne Blvd.
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.488
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60                Level Of Service:                  A
********************************************************************************
Street Name:            Via Rivera                     Hawthorne Blvd.
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected         Protected
Rights:           Include          Include          Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  1  0  0  1    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0    10    0    59    60  676     0     1  480   162
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:    0    0     0    12    0    69    70  790     0     1  561   189
Added Vol:      0    0     0     0    0     0     0  199     0     0  222     0
Flow Consrv:    0    0     0     2    0     2     0   11     0     0   43     9
Initial Fut:    0    0     0    14    0    71    70 1000     0     1  826   198
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:     0    0     0    15    0    77    76 1086     0     1  897   215
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0    15    0    77    76 1086     0     1  897   215
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0    0     0    15    0    77    76 1086     0     1  897   215
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.00  0.00  1.00 0.00  1.00  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:     0 1600     0  1600    0  1600  1600 3200  1600  1600 3200  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.01 0.00  0.05  0.05 0.34  0.00  0.00 0.28  0.13
Crit Moves:                              ****       ****        ****
********************************************************************************
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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                 PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #3 Via Rivera/Hawthorne Blvd.
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):          0.519
Loss Time (sec):      10                Average Delay (sec/veh):       xxxxxx
Optimal Cycle:        60                Level Of Service:                   A
********************************************************************************
Street Name:            Via Rivera                     Hawthorne Blvd.
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected         Protected
Rights:           Include          Include           Include           Include
Min. Green:     0    0     0    0    0     0    0    0     0    0    0     0
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  1  0  0  1    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0   57    0    14   30  458     0   25  480    69
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:    0    0     0   67    0    16   35  535     0   29  561    81
Added Vol:      0    0     0    0    0     0    0  310     0    0  342     0
Flow Consrv:    0    0     0    2    0     1    0   11     0    5  125    15
Initial Fut:    0    0     0   69    0    17   35  856     0   34 1028    96
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:     0    0     0   75    0    19   38  930     0   37 1117   104
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:    0    0     0   75    0    19   38  930     0   37 1117   104
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0    0     0   75    0    19   38  930     0   37 1117   104
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.00  0.00  1.00 0.00  1.00  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:     0 1600     0  1600    0  1600  1600 3200  1600  1600 3200  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.05 0.00  0.01  0.02 0.29  0.00  0.02 0.35  0.06
Crit Moves:                   ****             ****                  ****
********************************************************************************
```

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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                 AM Peak Hour
--------------------------------------------------------------------------------

                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #4 Hawthorne Blvd./Eddinghill Dr.-Seamount Dr.
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.729
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60                Level Of Service:                  C
********************************************************************************
Street Name:         Hawthorne Blvd.            Eddinghill Dr.-Seamount Dr.
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  1    1  0  2  0  1    0  0  1! 0  0    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      52  656     7    40  461    94   195   13    45    11   20    79
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:   61  766     8    47  538   110   228   15    53    13   23    92
Added Vol:      1   99     0     3  117    12    10    0     1     1    0     5
Flow Consrv:    0   43     0     0    0     0    13    0     0     0    0     5
Initial Fut:   62  908     8    50  655   122   251   15    54    14   23   102
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    67  987     9    54  712   132   273   17    58    15   25   111
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   67  987     9    54  712   132   273   17    58    15   25   111
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   67  987     9    54  712   132   273   17    58    15   25   111
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  0.78 0.05  0.17  0.37 0.63  1.00
Final Sat.:  1600 3200  1600  1600 3200  1600  1256   76   268   595 1005  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.31  0.01  0.03 0.22  0.08  0.22 0.22  0.22  0.03 0.03  0.07
Crit Moves:       ****        ****             ****                         ****
********************************************************************************
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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                  PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #4 Hawthorne Blvd./Eddinghill Dr.-Seamount Dr.
********************************************************************************
Cycle (sec):          100                 Critical Vol./Cap.(X):         0.641
Loss Time (sec):       10                 Average Delay (sec/veh):      xxxxxx
Optimal Cycle:         60                 Level Of Service:                  B
********************************************************************************
Street Name:          Hawthorne Blvd.          Eddinghill Dr.-Seamount Dr.
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0    0    0     0    0    0     0    0    0     0
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
Lanes:        1  0  2  0  1   1  0  2  0  1   0  0  1! 0  0   0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      31  491     7   55  715   168  113    8    38    6   13    24
Growth Adj:  1.17 1.17  1.17 1.17 1.17  1.17 1.17 1.17  1.17 1.17 1.17  1.17
Initial Bse:   36  573     8   64  835   196  132    9    44    7   15    28
Added Vol:      1  153     1    5  165    17   16    0     1    1    0     4
Flow Consrv:    0   22     0    0   14     0    5    0     1    0    0    11
Initial Fut:   37  748     9   69 1014   213  153    9    46    8   15    43
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92  0.92
PHF Volume:    40  814    10   75 1102   232  166   10    50    9   17    47
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:   40  814    10   75 1102   232  166   10    50    9   17    47
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:   40  814    10   75 1102   232  166   10    50    9   17    47
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600 1600 1600  1600 1600 1600  1600 1600 1600  1600
Adjustment:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:       1.00 2.00  1.00 1.00 2.00  1.00 0.74 0.04  0.22 0.35 0.65  1.00
Final Sat.:  1600 3200  1600 1600 3200  1600 1173   72   356  552 1048  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.25  0.01 0.05 0.34  0.14 0.14 0.14  0.14 0.02 0.02  0.03
Crit Moves:  ****                 ****                      ****             ****
********************************************************************************
```

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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                 AM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #5 Hawthorne Blvd./Crest Rd.
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):         0.855
Loss Time (sec):      10              Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        82              Level Of Service:                  D
********************************************************************************
Street Name:         Hawthorne Blvd.                      Crest Rd.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  1    1  0  2  0  1    1  0  1  1  0    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      16  487   304   117  392    82    99  103    35   233   43   127
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:   19  569   355   137  458    96   116  120    41   272   50   148
Added Vol:      1   96   111     3  111     2     2    2     0   111    6     3
Flow Consrv:    0   13     0     0    9     0     3    0     1    41    7    23
Initial Fut:   20  678   466   140  578    98   121  122    42   424   63   174
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    21  737   507   152  628   106   131  133    46   461   69   189
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   21  737   507   152  628   106   131  133    46   461   69   189
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   21  737   507   152  628   106   131  133    46   461   69   189
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 1.49  0.51  1.00 1.00  1.00
Final Sat.:  1600 3200  1600  1600 3200  1600  1600 2384   816  1600 1600  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.23  0.32  0.09 0.20  0.07  0.08 0.06  0.06  0.29 0.04  0.12
Crit Moves:               ****  ****                 ****        ****
********************************************************************************
```

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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                 PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #5 Hawthorne Blvd./Crest Rd.
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.821
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        72                Level Of Service:                  D
********************************************************************************
Street Name:         Hawthorne Blvd.                      Crest Rd.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:    0    0     0     0    0     0     0    0     0     0    0     0
Y+R:         4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  1    1  0  2  0  1    1  0  1  1  0    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      26  367   165    50  483   120   117   58    20   262   63    63
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:   30  429   193    58  564   140   137   68    23   306   74    74
Added Vol:      0  147   164     3  161     2     2    5     1   186    2     3
Flow Consrv:    0   14     0     0   15     0     5    0     1   102   22    25
Initial Fut:   30  590   357    61  740   142   144   73    25   594   98   102
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    33  641   388    67  805   155   156   79    28   646  106   110
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   33  641   388    67  805   155   156   79    28   646  106   110
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   33  641   388    67  805   155   156   79    28   646  106   110
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 1.48  0.52  1.00 1.00  1.00
Final Sat.:  1600 3200  1600  1600 3200  1600  1600 2373   827  1600 1600  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.20  0.24  0.04 0.25  0.10  0.10 0.03  0.03  0.40 0.07  0.07
Crit Moves:             ****  ****                  ****        ****
********************************************************************************
```

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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                  AM Peak Hour
--------------------------------------------------------------------------------

                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #6 Hawthorne Blvd./Dupree Dr.-RE Ryan Comm Park
********************************************************************************
Cycle (sec):         100               Critical Vol./Cap.(X):        0.522
Loss Time (sec):      10               Average Delay (sec/veh):     xxxxxx
Optimal Cycle:        60               Level Of Service:                 A
********************************************************************************
Street Name:         Hawthorne Blvd.            Dupree Dr.-RE Ryan Comm Park
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:    0    0     0    0    0     0    0    0     0    0    0     0
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
Lanes:        1  0  2  0  1    1  0  1  1  0    0  1  0  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0  803    19    3  631     1    1    0     0   20    1     6
Growth Adj:  1.17 1.17  1.17 1.17 1.17  1.17 1.17 1.17  1.17 1.17 1.17  1.17
Initial Bse:   0  938    22    4  737     1    1    0     0   23    1     7
Added Vol:     0  203     1    2  220     0    0    0     0    2    0     3
Flow Consrv:   0   13     0    0   51     0    0    0     0    1    0     0
Initial Fut:   0 1154    23    6 1008     1    1    0     0   26    1    10
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92  0.92
PHF Volume:    0 1254    25    6 1096     1    1    0     0   29    1    11
Reduct Vol:    0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:   0 1254    25    6 1096     1    1    0     0   29    1    11
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:   0 1254    25    6 1096     1    1    0     0   29    1    11
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600 1600 1600  1600 1600 1600  1600 1600 1600  1600
Adjustment:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:       1.00 2.00  1.00 1.00 1.99  0.01 1.00 0.00  1.00 0.70 0.03  0.27
Final Sat.:  1600 3200  1600 1600 3196     4 1600    0  1600 1124   50   427
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.39  0.02 0.00 0.34  0.34 0.00 0.00  0.00 0.03 0.03  0.03
Crit Moves:       ****       ****             ****                         ****
********************************************************************************
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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                 PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #6 Hawthorne Blvd./Dupree Dr.-RE Ryan Comm Park
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.569
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60                Level Of Service:                  A
********************************************************************************
Street Name:          Hawthorne Blvd.            Dupree Dr.-RE Ryan Comm Park
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0    0    0     0    0    0     0    0    0     0
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
Lanes:        1  0  2  0  1    1  0  1  1  0    0  1  0  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      22  519    10     6  601    47     9    2    13     8    0     5
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:   26  606    12     7  702    55    11    2    15     9    0     6
Added Vol:      0  308     4     3  343     0     0    0     0     4    0     3
Flow Consrv:    0   14     0     0  150     2     0    0     1     0    0     0
Initial Fut:   26  928    16    10 1195    57    11    2    16    13    0     9
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    28 1009    17    11 1299    62    11    3    18    15    0    10
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   28 1009    17    11 1299    62    11    3    18    15    0    10
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   28 1009    17    11 1299    62    11    3    18    15    0    10
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 1.91  0.09  0.82 0.18  1.00  0.60 0.00  0.40
Final Sat.:  1600 3200  1600  1600 3055   145  1309  291  1600   962    0   638
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.32  0.01  0.01 0.43  0.43  0.01 0.01  0.01  0.02 0.00  0.02
Crit Moves:  ****                  ****                    ****  ****
********************************************************************************
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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                AM Peak Hour
--------------------------------------------------------------------------------

                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #7 Hawthorne Blvd./Vallon Dr.
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.528
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60                Level Of Service:                  A
********************************************************************************
Street Name:          Hawthorne Blvd.                      Vallon Dr.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  1    1  0  2  0  1    0  1  0  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      14  815     6     1  648    10    23     1    21    11     2     1
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:   16  952     7     1  757    12    27     1    25    13     2     1
Added Vol:      0  204     0     0  222     0     0     0     0     0     0     0
Flow Consrv:    0   13     0     0   51     1     0     0     1     0     0     0
Initial Fut:   16 1169     7     1 1030    13    27     1    26    13     2     1
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    18 1271     8     1 1119    14    29     1    28    14     3     1
Reduct Vol:     0    0     0     0    0     0     0     0     0     0     0     0
Reduced Vol:   18 1271     8     1 1119    14    29     1    28    14     3     1
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   18 1271     8     1 1119    14    29     1    28    14     3     1
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  0.96 0.04  1.00  0.79 0.14  0.07
Final Sat.:  1600 3200  1600  1600 3200  1600  1533   67  1600  1257  229   114
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.40  0.00  0.00 0.35  0.01  0.02 0.02  0.02  0.01 0.01  0.01
Crit Moves:       ****        ****             ****                          ****
********************************************************************************
```

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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                 PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #7 Hawthorne Blvd./Vallon Dr.
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.521
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60                Level Of Service:                  A
********************************************************************************
Street Name:         Hawthorne Blvd.                      Vallon Dr.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  1    1  0  2  0  1    0  1  0  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      10  517     2     3  575    33    13    0     7     6    0     3
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:   12  604     2     4  672    39    15    0     8     7    0     4
Added Vol:      0  312     0     0  347     0     0    0     0     0    0     0
Flow Consrv:    0   14     0     1  145     5     0    0     0     0    0     0
Initial Fut:   12  930     2     5 1164    44    15    0     8     7    0     4
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    13 1011     3     5 1265    47    17    0     9     8    0     4
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   13 1011     3     5 1265    47    17    0     9     8    0     4
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   13 1011     3     5 1265    47    17    0     9     8    0     4
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 0.00  1.00  0.67 0.00  0.33
Final Sat.:  1600 3200  1600  1600 3200  1600  1600    0  1600  1067    0   533
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.32  0.00  0.00 0.40  0.03  0.01 0.00  0.01  0.01 0.00  0.01
Crit Moves:  ****                  ****        ****                        ****
********************************************************************************
```

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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                 AM Peak Hour
--------------------------------------------------------------------------------

                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #8 Palos Verdes Dr. S/Crestmont Ln.-Terranea Wy.
********************************************************************************
Cycle (sec):         100               Critical Vol./Cap.(X):        0.535
Loss Time (sec):      10               Average Delay (sec/veh):     xxxxxx
Optimal Cycle:        60               Level Of Service:                 A
********************************************************************************
Street Name:    Crestmont Ln.-Terranea Wy.        Palos Verdes Drive South
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    0  0  1! 0  0    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       4    0     9     3    0     3     7  406    53    51  775    11
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:    5    0    11     4    0     4     8  474    62    60  905    13
Added Vol:     65    0    53     1    0     1     0   95   107    88  182     0
Flow Consrv:    0    0     1     1    0     0     0   68     1     0    5     0
Initial Fut:   70    0    65     6    0     5     8  637   170   148 1092    13
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    76    0    70     6    0     5     9  693   185   160 1187    14
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   76    0    70     6    0     5     9  693   185   160 1187    14
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   76    0    70     6    0     5     9  693   185   160 1187    14
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  1.00  0.55 0.00  0.45  1.00 2.00  1.00  1.00 1.98  0.02
Final Sat.:  1600    0  1600   880    0   720  1600 3200  1600  1600 3163    37
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.00  0.04  0.01 0.00  0.01  0.01 0.22  0.12  0.10 0.38  0.38
Crit Moves:  ****             ****             ****                  ****
********************************************************************************
```

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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                 PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #8 Palos Verdes Dr. S/Crestmont Ln.-Terranea Wy.
********************************************************************************
Cycle (sec):         100               Critical Vol./Cap.(X):         0.652
Loss Time (sec):      10               Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60               Level Of Service:                  B
********************************************************************************
Street Name:    Crestmont Ln.-Terranea Wy.        Palos Verdes Drive South
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected         Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    0  0  1! 0  0    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      29    0    36    15    0     1     0  584     7     3  441     0
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:   34    0    42    18    0     1     0  682     8     4  515     0
Added Vol:    139    0   113     1    0     0     1  212   136   111  154     1
Flow Consrv:    0    0     4     2    0     0     0  114     1     0    5     0
Initial Fut:  173    0   159    21    0     1     1 1008   145   115  674     1
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:   188    0   173    22    0     1     1 1096   158   124  733     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  188    0   173    22    0     1     1 1096   158   124  733     1
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  188    0   173    22    0     1     1 1096   158   124  733     1
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  1.00  0.95 0.00  0.05  1.00 2.00  1.00  1.00 1.99  0.01
Final Sat.:  1600    0  1600  1514    0    86  1600 3200  1600  1600 3195     5
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.00  0.11  0.01 0.00  0.01  0.00 0.34  0.10  0.08 0.23  0.23
Crit Moves:  ****              ****                  ****        ****
********************************************************************************
```

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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                AM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #9 Granvia Altamira-Ridgegate Dr./Hawthorne Blvd.
********************************************************************************
Cycle (sec):          100                 Critical Vol./Cap.(X):         0.760
Loss Time (sec):       10                 Average Delay (sec/veh):      xxxxxx
Optimal Cycle:         60                 Level Of Service:                  C
********************************************************************************
Street Name:  Granvia Altamira-Ridgegate Dr.           Hawthorne Blvd.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0    0    0     0    0    0     0    0    0     0
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
Lanes:        0  1  0  0  1   1  1  0  0  1   1  0  1  1  0   1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      35   45    50  370   34    99  138  936    10   21  474   220
Growth Adj:  1.17 1.17  1.17 1.17 1.17  1.17 1.17 1.17  1.17 1.17 1.17  1.17
Initial Bse:   41   53    58  432   40   116  161 1093    12   25  554   257
Added Vol:      0    0     0   13    0     1    1  113     0    2  131    13
PasserByVol:    0    0     0    0    0     0    0    0     0    0    0     0
Initial Fut:   41   53    58  445   40   117  162 1206    12   27  685   270
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92  0.92
PHF Volume:    44   57    63  484   43   127  176 1311    13   29  744   293
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:   44   57    63  484   43   127  176 1311    13   29  744   293
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:   44   57    63  484   43   127  176 1311    13   29  744   293
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600 1600 1600  1600 1600 1600  1600 1600 1600  1600
Adjustment:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:       0.44 0.56  1.00 1.84 0.16  1.00 1.00 1.98  0.02 1.00 2.00  1.00
Final Sat.:   700  900  1600 2938  262  1600 1600 3169    31 1600 3200  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.06  0.04 0.16 0.16  0.08 0.11 0.41  0.41 0.02 0.23  0.18
Crit Moves:       ****             ****             ****        ****
********************************************************************************
```

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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #9 Granvia Altamira-Ridgegate Dr./Hawthorne Blvd.
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):        0.731
Loss Time (sec):      10              Average Delay (sec/veh):     xxxxxx
Optimal Cycle:        60              Level Of Service:                 C
********************************************************************************
Street Name:  Granvia Altamira-Ridgegate Dr.           Hawthorne Blvd.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected         Protected
Rights:           Include          Include          Include          Include
Min. Green:    0    0     0    0    0     0    0    0     0    0    0     0
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
Lanes:        0  1  0  0  1   1  1  0  0  1   1  0  1  1  0   1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      15   36    17  278   42    86   72  630    17   37  838   373
Growth Adj:  1.17 1.17  1.17 1.17 1.17  1.17 1.17 1.17  1.17 1.17 1.17  1.17
Initial Bse:   18   42    20  325   49   100   84  736    20   43  979   436
Added Vol:      0    0     0   18    0     1    1  172     0    2  186    20
Flow Consrv:    0    0     0    0    0     1    0    0     0    0   13     0
Initial Fut:   18   42    20  343   49   102   85  908    20   45 1178   456
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92  0.92
PHF Volume:    19   46    22  373   53   111   92  987    22   49 1280   495
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:   19   46    22  373   53   111   92  987    22   49 1280   495
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:   19   46    22  373   53   111   92  987    22   49 1280   495
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600 1600 1600  1600 1600 1600  1600 1600 1600  1600
Adjustment:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:       0.29 0.71  1.00 1.75 0.25  1.00 1.00 1.96  0.04 1.00 2.00  1.00
Final Sat.:   471 1129  1600 2799  401  1600 1600 3132    68 1600 3200  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.04  0.01 0.13 0.13  0.07 0.06 0.32  0.32 0.03 0.40  0.31
Crit Moves:       ****             ****        ****                  ****
********************************************************************************
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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                 AM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #10 Graysalke Rd.-Highridge Rd./Hawthorne Blvd.
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         1.531
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       120                Level Of Service:                  F
********************************************************************************
Street Name:   Graysalke Rd.-Highridge Rd.             Hawthorne Blvd.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  0  1    1  0  1  0  1    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      56   85   583   176   27    25    27 1332    24   295  635   115
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:   65   99   681   206   32    29    32 1556    28   345  742   134
Added Vol:      0    1    18    13    2     0     0  126     0     4  145    13
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   65  100   699   219   34    29    32 1682    28   349  887   147
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    71  109   760   238   36    32    34 1828    30   379  964   160
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   71  109   760   238   36    32    34 1828    30   379  964   160
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   71  109   760   238   36    32    34 1828    30   379  964   160
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:  1600 1600  1600  1600 1600  1600  1600 3200  1600  1600 3200  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.07  0.47  0.15 0.02  0.02  0.02 0.57  0.02  0.24 0.30  0.10
Crit Moves:             ****  ****                  ****        ****
********************************************************************************
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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
      2035 General Plan Buildout Conditions With Additional Improvements
                                 AM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #10 Graysalke Rd.-Highridge Rd./Hawthorne Blvd.
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.867
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        86                Level Of Service:                  D
********************************************************************************
Street Name:   Graysalke Rd.-Highridge Rd.             Hawthorne Blvd.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl             Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  0  2    1  0  1  0  1    1  0  3  0  1    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      56   85   583   176   27    25    27 1332    24   295  635   115
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:   65   99   681   206   32    29    32 1556    28   345  742   134
Added Vol:      0    1    18    13    2     0     0  126     0     4  145    13
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   65  100   699   219   34    29    32 1682    28   349  887   147
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    71  109   760   238   36    32    34 1828    30   379  964   160
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   71  109   760   238   36    32    34 1828    30   379  964   160
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   71  109   760   238   36    32    34 1828    30   379  964   160
OvlAdjVol:                 381
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  2.00  1.00 1.00  1.00  1.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1600 1600  3200  1600 1600  1600  1600 4800  1600  3200 4800  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.07  0.24  0.15 0.02  0.02  0.02 0.38  0.02  0.12 0.20  0.10
OvlAdjV/S:                0.12
Crit Moves:               ****  ****                  ****        ****
********************************************************************************
```

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-------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                 PM Peak Hour
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #10 Graysalke Rd.-Highridge Rd./Hawthorne Blvd.
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        1.295
Loss Time (sec):     10              Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      120              Level Of Service:                 F
********************************************************************************
Street Name:   Graysalke Rd.-Highridge Rd.             Hawthorne Blvd.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted         Permitted         Protected         Protected
Rights:          Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:         1  0  1  0  1    1  0  1  0  1    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      38   28   304   104   22    15    10  895    20   531 1195   155
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:   44   33   355   121   26    18    12 1045    23   620 1396   181
Added Vol:      1    2    19    18    1     0     0  190     0     8  207    19
Flow Consrv:    0    0     0     0    0     0     0    0     0     0   13     0
Initial Fut:   45   35   374   139   27    18    12 1235    23   628 1616   200
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    49   38   407   152   29    19    13 1343    25   683 1756   217
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   49   38   407   152   29    19    13 1343    25   683 1756   217
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   49   38   407   152   29    19    13 1343    25   683 1756   217
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:  1600 1600  1600  1600 1600  1600  1600 3200  1600  1600 3200  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.02  0.25  0.09 0.02  0.01  0.01 0.42  0.02  0.43 0.55  0.14
Crit Moves:             ****  ****                   ****        ****
********************************************************************************
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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
      2035 General Plan Buildout Conditions With Additional Improvements
                                 PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #10 Graysalke Rd.-Highridge Rd./Hawthorne Blvd.
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.711
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60                Level Of Service:                  C
********************************************************************************
Street Name:   Graysalke Rd.-Highridge Rd.             Hawthorne Blvd.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl             Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  0  2    1  0  1  0  1    1  0  3  0  1    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      38   28   304   104   22    15    10  895    20   531 1195   155
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:   44   33   355   121   26    18    12 1045    23   620 1396   181
Added Vol:      1    2    19    18    1     0     0  190     0     8  207    19
Flow Consrv:    0    0     0     0    0     0     0    0     0     0   13     0
Initial Fut:   45   35   374   139   27    18    12 1235    23   628 1616   200
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    49   38   407   152   29    19    13 1343    25   683 1756   217
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   49   38   407   152   29    19    13 1343    25   683 1756   217
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   49   38   407   152   29    19    13 1343    25   683 1756   217
OvlAdjVol:                 0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  2.00  1.00 1.00  1.00  1.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1600 1600  3200  1600 1600  1600  1600 4800  1600  3200 4800  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.02  0.13  0.09 0.02  0.01  0.01 0.28  0.02  0.21 0.37  0.14
OvlAdjV/S:              0.00
Crit Moves:       ****        ****                  ****        ****
********************************************************************************
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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                 AM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #11 Highridge Rd./Crest Rd
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):        0.439
Loss Time (sec):      10              Average Delay (sec/veh):     xxxxxx
Optimal Cycle:        60              Level Of Service:                 A
********************************************************************************
Street Name:          Highridge Rd.                        Crest Rd
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0     0    0    0     0    0    0     0    0    0     0
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
Lanes:        1  0  0  1  0   1  0  0  1  0   1  0  1  1  0   1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       7    7    19    20    9    49   102  588     3     7  265    23
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:    8    8    22    23   11    57   119  687     4     8  310    27
Added Vol:      0    1     1     1    0     6     8  119     0     0  123     5
Flow Consrv:    0    0     0     0    0     3     0    0     0     2   68     5
Initial Fut:    8    9    23    24   11    66   127  806     4    10  501    37
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:     9   10    25    26   11    72   138  876     4    11  544    40
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    9   10    25    26   11    72   138  876     4    11  544    40
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    9   10    25    26   11    72   138  876     4    11  544    40
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.28  0.72  1.00 0.14  0.86  1.00 1.99  0.01  1.00 1.86  0.14
Final Sat.:  1600  454  1146  1600  219  1381  1600 3186    14  1600 2980   220
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.02  0.02  0.02 0.05  0.05  0.09 0.27  0.27  0.01 0.18  0.18
Crit Moves:  ****                  ****             ****        ****
********************************************************************************
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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                 PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #11 Highridge Rd./Crest Rd
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.482
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60                Level Of Service:                  A
********************************************************************************
Street Name:          Highridge Rd.                        Crest Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       6   10    11    20    9    49    53  252     6    17  381    21
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:    7   12    13    23   11    57    62  294     7    20  445    25
Added Vol:      0    1     1     3    1     7     9  180     0     1  199     4
Flow Consrv:    0    0     0     0    0     0     0    0     0     6  138     8
Initial Fut:    7   13    14    26   12    64    71  474     7    27  782    37
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:     8   14    15    29   13    70    77  516     8    29  850    40
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    8   14    15    29   13    70    77  516     8    29  850    40
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    8   14    15    29   13    70    77  516     8    29  850    40
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.48  0.52  1.00 0.15  0.85  1.00 1.97  0.03  1.00 1.91  0.09
Final Sat.:  1600  765   835  1600  243  1357  1600 3153    47  1600 3057   143
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.02  0.02  0.02 0.05  0.05  0.05 0.16  0.16  0.02 0.28  0.28
Crit Moves:  ****                  ****        ****                  ****
********************************************************************************
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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                 AM Peak Hour
--------------------------------------------------------------------------------

                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #12 Silverspur Rd./Basswood Ave.
********************************************************************************
Cycle (sec):         100               Critical Vol./Cap.(X):        0.533
Loss Time (sec):      10               Average Delay (sec/veh):     xxxxxx
Optimal Cycle:        60               Level Of Service:                 A
********************************************************************************
Street Name:           Silverspur Rd.                    Basswood Ave.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0     0     0     0     0     0     0     0     0     0     0     0
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
Lanes:        1  0  0  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      58  248     8    33  243    37    50   22    79   228   32    30
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:   68  290     9    39  284    43    58   26    92   266   37    35
Added Vol:      0   13     0     0   12     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   68  303     9    39  296    43    58   26    92   266   37    35
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    74  329    10    42  322    47    63   28   100   289   41    38
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   74  329    10    42  322    47    63   28   100   289   41    38
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   74  329    10    42  322    47    63   28   100   289   41    38
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.97  0.03  1.00 1.75  0.25  1.00 0.22  0.78  1.57 0.22  0.21
Final Sat.:  1600 1552    48  1600 2792   408  1600  349  1251  2516  353   331
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.21  0.21  0.03 0.12  0.12  0.04 0.08  0.08  0.12 0.12  0.12
Crit Moves:       ****        ****                   ****        ****
********************************************************************************
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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                 PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #12 Silverspur Rd./Basswood Ave.
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):        0.525
Loss Time (sec):      10                Average Delay (sec/veh):     xxxxxx
Optimal Cycle:        60                Level Of Service:                 A
********************************************************************************
Street Name:           Silverspur Rd.                    Basswood Ave.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      60  377     9     5  318    22    19    5    66    96   11    10
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:   70  440    11     6  371    26    22    6    77   112   13    12
Added Vol:      0   18     0     0   18     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   70  458    11     6  389    26    22    6    77   112   13    12
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    76  498    11     6  423    28    24    6    84   122   14    13
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   76  498    11     6  423    28    24    6    84   122   14    13
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   76  498    11     6  423    28    24    6    84   122   14    13
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.98  0.02  1.00 1.88  0.12  1.00 0.07  0.93  1.64 0.19  0.17
Final Sat.:  1600 1564    36  1600 3002   198  1600  113  1487  2626  301   274
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.32  0.32  0.00 0.14  0.14  0.02 0.06  0.06  0.05 0.05  0.05
Crit Moves:       ****        ****                        ****  ****
********************************************************************************
```

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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                 AM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #13 Hawthorne Blvd./Blackhorse Rd.
********************************************************************************
Cycle (sec):         100               Critical Vol./Cap.(X):        0.790
Loss Time (sec):      10               Average Delay (sec/veh):     xxxxxx
Optimal Cycle:        65               Level Of Service:                 C
********************************************************************************
Street Name:         Hawthorne Blvd.                  Blackhorse Rd.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:    0    0     0    0    0     0    0    0     0    0    0     0
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0 1177    17    31  776     0     0    0     0    25    0   163
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:   0 1375    20    36  906     0     0    0     0    29    0   190
Added Vol:     0  140     1     0  136     0     0    0     0     2    0     1
PasserByVol:   0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   0 1515    21    36 1042     0     0    0     0    31    0   191
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    0 1646    23    39 1133     0     0    0     0    34    0   208
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   0 1646    23    39 1133     0     0    0     0    34    0   208
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   0 1646    23    39 1133     0     0    0     0    34    0   208
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  0.14 0.00  0.86
Final Sat.:    0 3200  1600  1600 3200     0     0    0     0   224    0  1376
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.51  0.01  0.02 0.35  0.00  0.00 0.00  0.00  0.15 0.00  0.15
Crit Moves:       ****        ****                                           ****
********************************************************************************
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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                 PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #13 Hawthorne Blvd./Blackhorse Rd.
********************************************************************************
Cycle (sec):         100               Critical Vol./Cap.(X):        0.681
Loss Time (sec):      10               Average Delay (sec/veh):     xxxxxx
Optimal Cycle:        60               Level Of Service:                 B
********************************************************************************
Street Name:         Hawthorne Blvd.                  Blackhorse Rd.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:    0    0     0    0    0     0    0    0     0    0    0     0
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
Lanes:        0  0  2  0  1   1  0  2  0  0   0  0  0  0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  874    29   117 1075     0     0    0     0    15    0    72
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:    0 1021    34   137 1256     0     0    0     0    18    0    84
Added Vol:      0  210     2     1  221     0     0    0     0     1    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1231    36   138 1477     0     0    0     0    19    0    84
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:     0 1338    39   150 1605     0     0    0     0    20    0    91
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1338    39   150 1605     0     0    0     0    20    0    91
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0 1338    39   150 1605     0     0    0     0    20    0    91
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  0.18 0.00  0.82
Final Sat.:     0 3200  1600  1600 3200     0     0    0     0   289    0  1311
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.42  0.02  0.09 0.50  0.00  0.00 0.00  0.00  0.07 0.00  0.07
Crit Moves:       ****        ****                                           ****
********************************************************************************
```

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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                 AM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #14 Crenshaw Rd./Indian Peak Rd.
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.836
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        76                Level Of Service:                  D
********************************************************************************
Street Name:           Crenshaw Rd.                    Indian Peak Rd.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  0    0  0  2  0  1    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      86 1264     0     0  699    90   199    0    56     0    0     0
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:  100 1476     0     0  816   105   232    0    65     0    0     0
Added Vol:     44  125     0     0  110     7    13    0    57     0    0     0
Flow Consrv:    5   74     0     0   42     0     0    0     3     0    0     0
Initial Fut:  149 1675     0     0  968   112   245    0   125     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:   162 1821     0     0 1053   122   267    0   136     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  162 1821     0     0 1053   122   267    0   136     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  162 1821     0     0 1053   122   267    0   136     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.00  1.00  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1600 3200     0     0 3200  1600  1600    0  1600     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.57  0.00  0.00 0.33  0.08  0.17 0.00  0.09  0.00 0.00  0.00
Crit Moves:       ****        ****             ****
********************************************************************************
```

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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
      2035 General Plan Buildout Conditions With Additional Improvements
                                 AM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #14 Crenshaw Rd./Indian Peak Rd.
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.836
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        76                Level Of Service:                  D
********************************************************************************
Street Name:           Crenshaw Rd.                    Indian Peak Rd.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include           Ovl             Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  0    0  0  2  0  1    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      86 1264     0     0  699    90   199    0    56     0    0     0
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:  100 1476     0     0  816   105   232    0    65     0    0     0
Added Vol:     44  125     0     0  110     7    13    0    57     0    0     0
Flow Consrv:    5   74     0     0   42     0     0    0     3     0    0     0
Initial Fut:  149 1675     0     0  968   112   245    0   125     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:   162 1821     0     0 1053   122   267    0   136     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  162 1821     0     0 1053   122   267    0   136     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  162 1821     0     0 1053   122   267    0   136     0    0     0
OvlAdjVol:                                                   0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.00  1.00  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1600 3200     0     0 3200  1600  1600    0  1600     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.57  0.00  0.00 0.33  0.08  0.17 0.00  0.09  0.00 0.00  0.00
OvlAdjV/S:                                                0.00
Crit Moves:       ****        ****             ****
********************************************************************************
```

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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                 PM Peak Hour
--------------------------------------------------------------------------------

                     Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #14 Crenshaw Rd./Indian Peak Rd.
********************************************************************************
Cycle (sec):          100                 Critical Vol./Cap.(X):         0.916
Loss Time (sec):       10                 Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        109                 Level Of Service:                  E
********************************************************************************
Street Name:           Crenshaw Rd.                     Indian Peak Rd.
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected         Protected         Protected
Rights:           Include          Include           Include           Include
Min. Green:    0    0     0    0    0     0    0    0     0    0    0     0
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
Lanes:        1  0  2  0  0   0  0  2  0  1   1  0  0  0  1   0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     142  514     0     0  978   174  124    0   183    0    0     0
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17 1.17 1.17  1.17 1.17 1.17  1.17
Initial Bse:  166  600     0     0 1142   203  145    0   214    0    0     0
Added Vol:     74  162     0     0  193    14   18    0    80    0    0     0
PasserByVol:    0    0     0     0    0     0    0    0     0    0    0     0
Initial Fut:  240  762     0     0 1335   217  163    0   294    0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92  0.92
PHF Volume:   261  829     0     0 1451   236  177    0   319    0    0     0
Reduct Vol:     0    0     0     0    0     0    0    0     0    0    0     0
Reduced Vol:  261  829     0     0 1451   236  177    0   319    0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:  261  829     0     0 1451   236  177    0   319    0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600 1600 1600  1600 1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.00  1.00 1.00 0.00  1.00 0.00 0.00  0.00
Final Sat.:  1600 3200     0     0 3200  1600 1600    0  1600    0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.16 0.26  0.00  0.00 0.45  0.15 0.11 0.00  0.20 0.00 0.00  0.00
Crit Moves:  ****                  ****                  ****
********************************************************************************
```

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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
      2035 General Plan Buildout Conditions With Additional Improvements
                                 PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #14 Crenshaw Rd./Indian Peak Rd.
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.827
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        73                Level Of Service:                  D
********************************************************************************
Street Name:           Crenshaw Rd.                    Indian Peak Rd.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include           Ovl             Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  0    0  0  2  0  1    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     142  514     0     0  978   174   124    0   183     0    0     0
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:  166  600     0     0 1142   203   145    0   214     0    0     0
Added Vol:     74  162     0     0  193    14    18    0    80     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  240  762     0     0 1335   217   163    0   294     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:   261  829     0     0 1451   236   177    0   319     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  261  829     0     0 1451   236   177    0   319     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  261  829     0     0 1451   236   177    0   319     0    0     0
OvlAdjVol:                                                  59
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.00  1.00  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1600 3200     0     0 3200  1600  1600    0  1600     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.16 0.26  0.00  0.00 0.45  0.15  0.11 0.00  0.20  0.00 0.00  0.00
OvlAdjV/S:                                                0.04
Crit Moves:  ****                  ****        ****
********************************************************************************
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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                 AM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #15 Crenshaw Blvd./Crestridge Rd.
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.780
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        63                Level Of Service:                  C
********************************************************************************
Street Name:          Crenshaw Blvd.                      Crestridge Rd.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  1    1  0  2  0  1    1  1  0  0  1    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      13  917     8    37  717   396   452    7    20     9    4    60
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:   15 1071     9    43  837   463   528    8    23    11    5    70
Added Vol:      4  133     0     0  141    27    36    0     7     0    0     0
Flow Consrv:    0    0     0     0    5     0     0    0     0     0    0     0
Initial Fut:   19 1204     9    43  983   490   564    8    30    11    5    70
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    21 1309    10    47 1069   532   613    9    33    11    5    76
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   21 1309    10    47 1069   532   613    9    33    11    5    76
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   21 1309    10    47 1069   532   613    9    33    11    5    76
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.97 0.03  1.00  0.69 0.31  1.00
Final Sat.:  1600 3200  1600  1600 3200  1600  3154   46  1600  1108  492  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.41  0.01  0.03 0.33  0.33  0.19 0.19  0.02  0.01 0.01  0.05
Crit Moves:       ****        ****                   ****                   ****
********************************************************************************
```

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---------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                  PM Peak Hour
---------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #15 Crenshaw Blvd./Crestridge Rd.
********************************************************************************
Cycle (sec):          100                 Critical Vol./Cap.(X):         0.627
Loss Time (sec):       10                 Average Delay (sec/veh):      xxxxxx
Optimal Cycle:         60                 Level Of Service:                  B
********************************************************************************
Street Name:            Crenshaw Blvd.                    Crestridge Rd.
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted       Split Phase       Split Phase
Rights:          Include          Include          Include           Include
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Y+R:          4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
Lanes:        1  0  2  0  1    1  0  2  0  1    1  1  0  0  1    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      14  443    1    37   77  396   176    2   17     4    7   36
Growth Adj:  1.17 1.17 1.17  1.17 1.17 1.17  1.17 1.17 1.17  1.17 1.17 1.17
Initial Bse:   16  517    1    43   90  463   206    2   20     5    8   42
Added Vol:      9  201    0     0  226   46    35    0    5     0    0    0
Flow Consrv:    0    0    0    10  224   78     0    0    0     0    0    0
Initial Fut:   25  718    1    53  540  587   241    2   25     5    8   42
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.92 0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92
PHF Volume:    28  781    1    58  587  638   261    3   27     5    9   46
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   28  781    1    58  587  638   261    3   27     5    9   46
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:   28  781    1    58  587  638   261    3   27     5    9   46
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600 1600  1600 1600 1600  1600 1600 1600  1600 1600 1600
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       1.00 2.00 1.00  1.00 2.00 1.00  1.98 0.02 1.00  0.36 0.64 1.00
Final Sat.:  1600 3200 1600  1600 3200 1600  3169   31 1600   582 1018 1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.24 0.00  0.04 0.18 0.40  0.08 0.08 0.02  0.01 0.01 0.03
Crit Moves:  ****                       ****       ****                   ****
********************************************************************************
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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                 AM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM 4-Way Stop Method (Future Volume Alternative)
********************************************************************************
Intersection #16 Crenshaw Blvd./Crest Rd.
********************************************************************************
Cycle (sec):           0                Critical Vol./Cap.(X):         1.418
Loss Time (sec):       0                Average Delay (sec/veh):       107.8
Optimal Cycle:         0                Level Of Service:                  F
********************************************************************************
Street Name:          Crenshaw Blvd.                      Crest Rd.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Ignore           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  1  1  1    1  1  0  0  1    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      59  153     5   102  114   455   630   37   124     6   41   143
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:   69  179     6   119  133   531   736   43   145     7   48   167
Added Vol:      7   14     0    15   16   116   112    4     6     0    5    11
Flow Consrv:    1    0     0     0    0     5     0    0     0     0    1     0
Initial Fut:   77  193     6   134  149   652   848   47   151     7   54   178
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.00  0.92 0.92  0.92
PHF Volume:    84  209     6   146  162   709   922   51     0     8   59   194
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   84  209     6   146  162   709   922   51     0     8   59   194
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
FinalVolume:   84  209     6   146  162   709   922   51     0     8   59   194
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.94  0.06  1.00 1.00  2.00  1.89 0.11  1.00  0.12 0.88  1.00
Final Sat.:   292  594    18   358  377   821   650   36   366    41  312   383
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.29 0.35  0.35  0.41 0.43  0.86  1.42 1.41  0.00  0.19 0.19  0.51
Crit Moves:       ****                   ****  ****                        ****
Delay/Veh:   19.1 19.8  19.8  19.2 18.9  46.0 231.7  230   0.0  14.9 14.9  20.6
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  19.1 19.8  19.8  19.2 18.9  46.0 231.7  230   0.0  14.9 14.9  20.6
LOS by Move:    C    C     C     C    C     E     F    F     *     B    B     C
ApproachDel:      19.6             37.9            231.7             19.1
Delay Adj:        1.00             1.00             1.00             1.00
ApprAdjDel:       19.6             37.9            231.7             19.1
LOS by Appr:         C                E                F                C
AllWayAvgQ:   0.4  0.5   0.5   0.6  0.7   3.9  20.7 20.7   0.0   0.2  0.2   0.9
********************************************************************************
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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
      2035 General Plan Buildout Conditions With Additional Improvements
                                 AM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #16 Crenshaw Blvd./Crest Rd.
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.680
Loss Time (sec):      10                Average Delay (sec/veh):        28.3
Optimal Cycle:        60                Level Of Service:                  C
********************************************************************************
Street Name:          Crenshaw Blvd.                        Crest Rd.
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted       Split Phase       Split Phase
Rights:           Include          Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  1  0    1  0  1  1  1    1  1  0  0  1    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      59  153     5   102  114   455   630   37   124     6   41   143
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:   69  179     6   119  133   531   736   43   145     7   48   167
Added Vol:      7   14     0    15   16   116   112    4     6     0    5    11
Flow Consrv:    1    0     0     0    0     5     0    0     0     0    1     0
Initial Fut:   77  193     6   134  149   652   848   47   151     7   54   178
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    84  209     6   146  162   709   922   51   164     8   59   194
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   84  209     6   146  162   709   922   51   164     8   59   194
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   84  209     6   146  162   709   922   51   164     8   59   194
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.64 0.95  0.95  0.59 0.83  0.83  0.96 0.96  0.85  0.99 0.99  0.85
Lanes:       1.00 1.94  0.06  1.00 1.00  2.00  1.89 0.11  1.00  0.12 0.88  1.00
Final Sat.:  1220 3490   106  1117 1585  3170  3438  191  1615   217 1671  1615
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.06  0.06  0.13 0.10  0.22  0.27 0.27  0.10  0.04 0.04  0.12
Crit Moves:                              ****       ****                   ****
Green/Cycle: 0.33 0.33  0.33  0.33 0.33  0.33  0.39 0.39  0.39  0.18 0.18  0.18
Volume/Cap:  0.21 0.18  0.18  0.40 0.31  0.68  0.68 0.68  0.26  0.20 0.20  0.68
Delay/Veh:   24.4 24.0  24.0  26.6 25.1  30.5  26.4 26.4  20.6  35.5 35.5  45.1
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  24.4 24.0  24.0  26.6 25.1  30.5  26.4 26.4  20.6  35.5 35.5  45.1
LOS by Move:    C    C     C     C    C     C     C    C     C     D    D     D
HCM2kAvgQ:      2    2     2     3    4    10    13   13     3     2    2     7
********************************************************************************
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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                 PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM 4-Way Stop Method (Future Volume Alternative)
********************************************************************************
Intersection #16 Crenshaw Blvd./Crest Rd.
********************************************************************************
Cycle (sec):           0                Critical Vol./Cap.(X):         0.967
Loss Time (sec):       0                Average Delay (sec/veh):        39.6
Optimal Cycle:         0                Level Of Service:                  E
********************************************************************************
Street Name:          Crenshaw Blvd.                      Crest Rd.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Ignore           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  1  1  1    1  1  0  0  1    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      38   84     2   102  114   455   252   39    43     2   16    70
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:   44   98     2   119  133   531   294   46    50     2   19    82
Added Vol:      8   23     0    17   22   191   171    4     9     0    6    16
Flow Consrv:    0    0     0    34   38   152     0    0     0     0    0     0
Initial Fut:   52  121     2   170  193   874   465   50    59     2   25    98
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.00  0.92 0.92  0.92
PHF Volume:    57  132     3   185  210   950   506   54     0     3   27   106
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   57  132     3   185  210   950   506   54     0     3   27   106
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
FinalVolume:   57  132     3   185  210   950   506   54     0     3   27   106
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.96  0.04  1.00 1.00  2.00  1.81 0.19  1.00  0.09 0.91  1.00
Final Sat.:   301  618    12   413  438   982   661   71   407    32  337   401
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.21  0.21  0.45 0.48  0.97  0.76 0.76  0.00  0.08 0.08  0.27
Crit Moves:       ****                   ****  ****                        ****
Delay/Veh:   16.3 16.0  16.0  17.7 17.5  59.1  36.4 35.9   0.0  12.8 12.8  14.2
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  16.3 16.0  16.0  17.7 17.5  59.1  36.4 35.9   0.0  12.8 12.8  14.2
LOS by Move:    C    C     C     C    C     F     E    E     *     B    B     B
ApproachDel:      16.1             46.9             36.4             13.9
Delay Adj:        1.00             1.00             1.00             1.00
ApprAdjDel:       16.1             46.9             36.4             13.9
LOS by Appr:         C                E                E                B
AllWayAvgQ:   0.2  0.2   0.2   0.7  0.8   6.7   2.4  2.4   0.0   0.1  0.1   0.3
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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
      2035 General Plan Buildout Conditions With Additional Improvements
                                 PM Peak Hour
--------------------------------------------------------------------------------

                      Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #16 Crenshaw Blvd./Crest Rd.
********************************************************************************
Cycle (sec):          100               Critical Vol./Cap.(X):         0.578
Loss Time (sec):       10               Average Delay (sec/veh):        21.7
Optimal Cycle:         60               Level Of Service:                  C
********************************************************************************
Street Name:          Crenshaw Blvd.                      Crest Rd.
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted         Permitted        Split Phase       Split Phase
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  1  0    1  0  1  1  1    1  1  0  0  1    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      38   84     2   102  114   455   252   39    43     2   16    70
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:   44   98     2   119  133   531   294   46    50     2   19    82
Added Vol:      8   23     0    17   22   191   171    4     9     0    6    16
Flow Consrv:    0    0     0    34   38   152     0    0     0     0    0     0
Initial Fut:   52  121     2   170  193   874   465   50    59     2   25    98
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    57  132     3   185  210   950   506   54    64     3   27   106
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   57  132     3   185  210   950   506   54    64     3   27   106
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   57  132     3   185  210   950   506   54    64     3   27   106
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.61 0.95  0.95  0.66 0.83  0.83  0.96 0.96  0.85  1.00 1.00  0.85
Lanes:       1.00 1.96  0.04  1.00 1.00  2.00  1.81 0.19  1.00  0.09 0.91  1.00
Final Sat.:  1165 3531    68  1258 1583  3166  3287  350  1615   164 1729  1615
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.04  0.04  0.15 0.13  0.30  0.15 0.15  0.04  0.02 0.02  0.07
Crit Moves:                               ****  ****                        ****
Green/Cycle: 0.52 0.52  0.52  0.52 0.52  0.52  0.27 0.27  0.27  0.11 0.11  0.11
Volume/Cap:  0.09 0.07  0.07  0.28 0.26  0.58  0.58 0.58  0.15  0.14 0.14  0.58
Delay/Veh:   12.2 12.0  12.0  13.8 13.3  16.9  32.7 32.7  28.2  40.2 40.2  46.5
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  12.2 12.0  12.0  13.8 13.3  16.9  32.7 32.7  28.2  40.2 40.2  46.5
LOS by Move:    B    B     B     B    B     B     C    C     C     D    D     D
HCM2kAvgQ:      1    1     1     3    4    10     8    8     2     1    1     4
********************************************************************************
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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                 AM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #17 Forrestal Dr.-Ocean Trails Dr./Palos Verdes Dr. S
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.890
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        95                Level Of Service:                  D
********************************************************************************
Street Name:  Forrestal Dr.-Ocean Trails Dr.       Palos Verdes Drive South
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1    0     9    53    0    28    21  495     6    22  734    40
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:    1    0    11    62    0    33    25  578     7    26  857    47
Added Vol:      7    0    26     0    0     0     0  172     2     9  178     0
Flow Consrv:    0    0     0     0    0     0     0    8     0     0    5     0
Initial Fut:    8    0    37    62    0    33    25  758     9    35 1040    47
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:     9    0    40    67    0    36    27  824    10    38 1131    51
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    9    0    40    67    0    36    27  824    10    38 1131    51
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    9    0    40    67    0    36    27  824    10    38 1131    51
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  1.00  1.00 0.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1600    0  1600  1600    0  1600  1600 1600  1600  1600 1600  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.02  0.04 0.00  0.02  0.02 0.52  0.01  0.02 0.71  0.03
Crit Moves:             ****  ****             ****                  ****
********************************************************************************
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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                 PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #17 Forrestal Dr.-Ocean Trails Dr./Palos Verdes Dr. S
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.864
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        85                Level Of Service:                  D
********************************************************************************
Street Name:  Forrestal Dr.-Ocean Trails Dr.       Palos Verdes Drive South
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0    0    0     0    0    0     0    0    0     0
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      12    0    27   64    4    24   16  566    11   20  457    69
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:   14    0    32   75    5    28   19  661    13   23  534    81
Added Vol:      4    0    17    0    0     0    0  231     8   30  262     0
Flow Consrv:    0    0     0    0    0     0    1   56     1    0    5     0
Initial Fut:   18    0    49   75    5    28   20  948    22   53  801    81
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    20    0    53   81    5    30   21 1031    24   58  870    88
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:   20    0    53   81    5    30   21 1031    24   58  870    88
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   20    0    53   81    5    30   21 1031    24   58  870    88
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  1.00  1.00 0.14  0.86  1.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1600    0  1600  1600  229  1371  1600 1600  1600  1600 1600  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.03  0.05 0.02  0.02  0.01 0.64  0.01  0.04 0.54  0.05
Crit Moves:             ****  ****                  ****        ****
********************************************************************************
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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                AM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #18 Palos Verdes Dr. E /Miraleste Dr.
********************************************************************************
Cycle (sec):        100                 Critical Vol./Cap.(X):        0.909
Loss Time (sec):     10                 Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      105                 Level Of Service:                 E
********************************************************************************
Street Name:    Palos Verdes Drive East                Miraleste Dr.
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Protected        Protected       Split Phase      Split Phase
Rights:          Include          Include          Include           Ovl
Min. Green:    0    0     0    0    0     0    0    0     0    0    0     0
Y+R:         4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
Lanes:       0  0  1  0  1    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  397   182  379  352     0    0    0     0  164    0   416
Growth Adj:  1.17 1.17  1.17 1.17 1.17  1.17 1.17 1.17  1.17 1.17 1.17  1.17
Initial Bse:    0  464   213  443  411     0    0    0     0  192    0   486
Added Vol:      0   71     9    6  118     0    0    0     0   16    0     2
PasserByVol:    0    0     0    0    0     0    0    0     0    0    0     0
Initial Fut:    0  535   222  449  529     0    0    0     0  208    0   488
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92  0.92
PHF Volume:     0  581   241  488  575     0    0    0     0  226    0   530
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:    0  581   241  488  575     0    0    0     0  226    0   530
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:    0  581   241  488  575     0    0    0     0  226    0   530
OvlAdjVol:                                                                 43
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600 1600 1600  1600 1600 1600  1600 1600 1600  1600
Adjustment:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:       0.00 1.00  1.00 1.00 1.00  0.00 0.00 0.00  0.00 1.00 0.00  1.00
Final Sat.:     0 1600  1600 1600 1600     0    0    0     0 1600    0  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.36  0.15 0.30 0.36  0.00 0.00 0.00  0.00 0.14 0.00  0.33
OvlAdjV/S:                                                               0.03
Crit Moves:       ****       ****                                ****
********************************************************************************
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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
      2035 General Plan Buildout Conditions With Additional Improvements
                                 AM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #18 Palos Verdes Dr. E /Miraleste Dr.
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.795
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        66                Level Of Service:                  C
********************************************************************************
Street Name:     Palos Verdes Drive East                Miraleste Dr.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1  0  1    2  0  1  0  0    0  0  0  0  0    1  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  397   182   379  352     0     0    0     0   164    0   416
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:    0  464   213   443  411     0     0    0     0   192    0   486
Added Vol:      0   71     9     6  118     0     0    0     0    16    0     2
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  535   222   449  529     0     0    0     0   208    0   488
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:     0  581   241   488  575     0     0    0     0   226    0   530
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  581   241   488  575     0     0    0     0   226    0   530
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  581   241   488  575     0     0    0     0   226    0   530
OvlAdjVol:                                                                   286
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.00  1.00  2.00 1.00  0.00  0.00 0.00  0.00  1.00 0.00  1.00
Final Sat.:     0 1600  1600  3200 1600     0     0    0     0  1600    0  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.36  0.15  0.15 0.36  0.00  0.00 0.00  0.00  0.14 0.00  0.33
OvlAdjV/S:                                                                  0.18
Crit Moves:       ****        ****                                          ****
********************************************************************************
```

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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                 PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #18 Palos Verdes Dr. E /Miraleste Dr.
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.859
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        83                Level Of Service:                  D
********************************************************************************
Street Name:     Palos Verdes Drive East                Miraleste Dr.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1  0  1    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  139   160   419  201     0     0    0     0   300    0   351
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:    0  162   187   489  235     0     0    0     0   350    0   410
Added Vol:      0   98    12     4  101     0     0    0     0    13    0     7
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  260   199   493  336     0     0    0     0   363    0   417
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:     0  283   216   536  365     0     0    0     0   395    0   453
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  283   216   536  365     0     0    0     0   395    0   453
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  283   216   536  365     0     0    0     0   395    0   453
OvlAdjVol:                                                                    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.00  1.00  1.00 1.00  0.00  0.00 0.00  0.00  1.00 0.00  1.00
Final Sat.:     0 1600  1600  1600 1600     0     0    0     0  1600    0  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.18  0.14  0.34 0.23  0.00  0.00 0.00  0.00  0.25 0.00  0.28
OvlAdjV/S:                                                                 0.00
Crit Moves:       ****        ****                              ****
********************************************************************************
```

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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
      2035 General Plan Buildout Conditions With Additional Improvements
                                 PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #18 Palos Verdes Dr. E /Miraleste Dr.
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.691
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60                Level Of Service:                  B
********************************************************************************
Street Name:     Palos Verdes Drive East                Miraleste Dr.
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Split Phase      Split Phase
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1  0  1    2  0  1  0  0    0  0  0  0  0    1  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  139   160   419  201     0     0    0     0   300    0   351
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:    0  162   187   489  235     0     0    0     0   350    0   410
Added Vol:      0   98    12     4  101     0     0    0     0    13    0     7
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  260   199   493  336     0     0    0     0   363    0   417
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:     0  283   216   536  365     0     0    0     0   395    0   453
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  283   216   536  365     0     0    0     0   395    0   453
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  283   216   536  365     0     0    0     0   395    0   453
OvlAdjVol:                                                                  185
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.00  1.00  2.00 1.00  0.00  0.00 0.00  0.00  1.00 0.00  1.00
Final Sat.:     0 1600  1600  3200 1600     0     0    0     0  1600    0  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.18  0.14  0.17 0.23  0.00  0.00 0.00  0.00  0.25 0.00  0.28
OvlAdjV/S:                                                                 0.12
Crit Moves:       ****        ****                                ****
********************************************************************************
```

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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                 AM Peak Hour
--------------------------------------------------------------------------------

                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #19 Palos Verdes Dr. E /Crest Rd.-Marymont College Ent.
********************************************************************************
Cycle (sec):          100               Critical Vol./Cap.(X):         0.692
Loss Time (sec):       10               Average Delay (sec/veh):      xxxxxx
Optimal Cycle:         60               Level Of Service:                  B
********************************************************************************
Street Name:     Palos Verdes Drive East       Crest Rd.-Marymont College Ent.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted         Permitted       Split Phase      Split Phase
Rights:          Include           Include          Include          Include
Min. Green:    0    0     0    0    0     0    0    0     0    0    0     0
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
Lanes:        1  0  1  0  1   1  0  1  0  1   0  1  0  0  1   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      48  185    34  149  117   208  214    6    37    7    0    17
Growth Adj:  1.17 1.17  1.17 1.17 1.17  1.17 1.17 1.17  1.17 1.17 1.17  1.17
Initial Bse:   56  216    40  174  137   243  250    7    43    8    0    20
Added Vol:      0   35    34  104   28     0    0    7     0   12    3    36
PasserByVol:    0    0     0    0    0     0    0    0     0    0    0     0
Initial Fut:   56  251    74  278  165   243  250   14    43   20    3    56
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92  0.92
PHF Volume:    61  273    80  302  179   264  272   15    47   22    3    61
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:   61  273    80  302  179   264  272   15    47   22    3    61
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:   61  273    80  302  179   264  272   15    47   22    3    61
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600 1600 1600  1600 1600 1600  1600 1600 1600  1600
Adjustment:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:       1.00 1.00  1.00 1.00 1.00  1.00 0.95 0.05  1.00 0.25 0.04  0.71
Final Sat.:  1600 1600  1600 1600 1600  1600 1515   85  1600  408   61  1131
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.17  0.05 0.19 0.11  0.17 0.18 0.18  0.03 0.05 0.05  0.05
Crit Moves:       ****       ****            ****            ****
********************************************************************************
```

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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                 PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #19 Palos Verdes Dr. E /Crest Rd.-Marymont College Ent.
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.527
Loss Time (sec):      10            Average Delay (sec/veh):     xxxxxx
Optimal Cycle:        60            Level Of Service:                 A
********************************************************************************
Street Name:     Palos Verdes Drive East       Crest Rd.-Marymont College Ent.
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted         Permitted       Split Phase       Split Phase
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  0  1    1  0  1  0  1    0  1  0  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      22  103    13    38  187   103    71    1    24    34    2   101
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:   26  120    15    44  218   120    83    1    28    40    2   118
Added Vol:      0   41    19    58   46     0     0    4     0    21    5    64
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   26  161    34   102  264   120    83    5    28    61    7   182
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    28  175    37   111  287   131    90    6    30    66    8   198
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   28  175    37   111  287   131    90    6    30    66    8   198
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   28  175    37   111  287   131    90    6    30    66    8   198
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  1.00 1.00  1.00  0.94 0.06  1.00  0.24 0.03  0.73
Final Sat.:  1600 1600  1600  1600 1600  1600  1506   94  1600   389   47  1165
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.11  0.02  0.07 0.18  0.08  0.06 0.06  0.02  0.17 0.17  0.17
Crit Moves:  ****                  ****             ****                    ****
********************************************************************************
```

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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                 AM Peak Hour
--------------------------------------------------------------------------------

                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #20 Palos Verdes Dr. E / Palos Verdes Dr. S
********************************************************************************
Average Delay (sec/veh):     11.8       Worst Case Level Of Service: F[ 87.7]
********************************************************************************
Street Name:     Palos Verdes Drive East           Palos Verdes Drive South
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  0    1  0  0  0  1    1  0  1  0  0    0  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:        0    0     0    19    0   157   163  413     0     0  620    48
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:     0    0     0    22    0   183   190  482     0     0  724    56
Added Vol:       0    0     0    15    0    26    33  167     0     0  161    35
Flow Consrv:     0    0     0     0    0     1     3    5     0     0    4     0
Initial Fut:     0    0     0    37    0   210   226  654     0     0  889    91
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:      0    0     0    40    0   229   246  711     0     0  966    99
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:     0    0     0    40    0   229   246  711     0     0  966    99
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 xxxx   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  2170 xxxx   966  1065 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx    52 xxxx   311   662 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx    37 xxxx   311   662 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  1.09 xxxx  0.73  0.37 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   4.1 xxxx   5.4   1.7 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 341.9 xxxx  42.8  13.6 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:     *    *     *     F    *     E     B    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:      *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             87.7            xxxxxx            xxxxxx
ApproachLOS:        *                F                 *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

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--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
      2035 General Plan Buildout Conditions With Additional Improvements
                                 AM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #20 Palos Verdes Dr. E / Palos Verdes Dr. S
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.883
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        92                Level Of Service:                  D
********************************************************************************
Street Name:     Palos Verdes Drive East           Palos Verdes Drive South
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include           Ovl             Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  0  0  0    1  0  0  0  1    1  0  1  0  0    0  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0    19    0   157   163  413     0     0  620    48
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:    0    0     0    22    0   183   190  482     0     0  724    56
Added Vol:      0    0     0    15    0    26    33  167     0     0  161    35
Flow Consrv:    0    0     0     0    0     1     3    5     0     0    4     0
Initial Fut:    0    0     0    37    0   210   226  654     0     0  889    91
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:     0    0     0    40    0   229   246  711     0     0  966    99
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0    40    0   229   246  711     0     0  966    99
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0    0     0    40    0   229   246  711     0     0  966    99
OvlAdjVol:                                  0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.00  0.00  1.00 0.00  1.00  1.00 1.00  0.00  0.00 1.00  1.00
Final Sat.:     0    0     0  1600    0  1600  1600 1600     0     0 1600  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.03 0.00  0.14  0.15 0.44  0.00  0.00 0.60  0.06
OvlAdjV/S:                              0.00
Crit Moves:                   ****             ****                  ****
********************************************************************************
```

```
--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                 PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #20 Palos Verdes Dr. E / Palos Verdes Dr. S
********************************************************************************
Average Delay (sec/veh):     33.6       Worst Case Level Of Service: F[288.7]
********************************************************************************
Street Name:     Palos Verdes Drive East          Palos Verdes Drive South
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  0   1  0  0  0  1   1  0  1  0  0   0  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:        0    0     0    53    0    99    95  547     0     0  461    39
Growth Adj:   1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:     0    0     0    62    0   116   111  639     0     0  538    46
Added Vol:       0    0     0    25    0    42    38  210     0     0  252    23
Flow Consrv:     0    0     0     0    0     1     8   48     0     0    4     0
Initial Fut:     0    0     0    87    0   159   157  897     0     0  794    69
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:      0    0     0    94    0   172   171  975     0     0  864    75
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:     0    0     0    94    0   172   171  975     0     0  864    75
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 xxxx   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  2180 xxxx   864   938 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx    51 xxxx   357   739 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx    42 xxxx   357   739 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  2.23 xxxx  0.48  0.23 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  10.0 xxxx   2.5   0.9 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 771.6 xxxx  24.2  11.3 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     F    *     C     B    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx            288.7            xxxxxx            xxxxxx
ApproachLOS:       *                 F                 *                 *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

```
--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
      2035 General Plan Buildout Conditions With Additional Improvements
                                 PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #20 Palos Verdes Dr. E / Palos Verdes Dr. S
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):        0.805
Loss Time (sec):      10              Average Delay (sec/veh):     xxxxxx
Optimal Cycle:        68              Level Of Service:                 D
********************************************************************************
Street Name:     Palos Verdes Drive East          Palos Verdes Drive South
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include           Ovl             Include          Include
Min. Green:    0    0     0    0    0     0    0    0     0    0    0     0
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
Lanes:        0  0  0  0  0   1  0  0  0  1   1  0  1  0  0   0  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0    0     0   53    0    99   95  547     0    0  461    39
Growth Adj:  1.17 1.17  1.17 1.17 1.17  1.17 1.17 1.17  1.17 1.17 1.17  1.17
Initial Bse:   0    0     0   62    0   116  111  639     0    0  538    46
Added Vol:     0    0     0   25    0    42   38  210     0    0  252    23
Flow Consrv:   0    0     0    0    0     1    8   48     0    0    4     0
Initial Fut:   0    0     0   87    0   159  157  897     0    0  794    69
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92  0.92
PHF Volume:    0    0     0   94    0   172  171  975     0    0  864    75
Reduct Vol:    0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:   0    0     0   94    0   172  171  975     0    0  864    75
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:   0    0     0   94    0   172  171  975     0    0  864    75
OvlAdjVol:                                2
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600 1600 1600  1600 1600 1600  1600 1600 1600  1600
Adjustment:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:       0.00 0.00  0.00 1.00 0.00  1.00 1.00 1.00  0.00 0.00 1.00  1.00
Final Sat.:    0    0     0 1600    0  1600 1600 1600     0    0 1600  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00 0.06 0.00  0.11 0.11 0.61  0.00 0.00 0.54  0.05
OvlAdjV/S:                              0.00
Crit Moves:                 ****             ****                  ****
********************************************************************************
```

```
-------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                 AM Peak Hour
-------------------------------------------------------------------------------

                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
*******************************************************************************
Intersection #21 Miraleste Dr./1st St.
*******************************************************************************
Average Delay (sec/veh):      8.3       Worst Case Level Of Service: D[ 27.1]
*******************************************************************************
Street Name:          Miraleste Dr.                        1st St.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  1  0   1  0  1  0  0   0  0  0  0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  285   103   343  163     0     0    0     0    26    0   167
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:    0  333   120   401  190     0     0    0     0    30    0   195
Added Vol:      0    1     0    14    0     0     0    0     0     0    0    18
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  334   120   415  190     0     0    0     0    30    0   213
User Adj:    1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  336   121   417  192     0     0    0     0    31    0   214
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  336   121   417  192     0     0    0     0    31    0   214
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   457 xxxx xxxxx  xxxx xxxx xxxxx  1423 1423   397
Potent Cap.: xxxx xxxx xxxxx  1114 xxxx xxxxx  xxxx xxxx xxxxx   151  137   657
Move Cap.:   xxxx xxxx xxxxx  1114 xxxx xxxxx  xxxx xxxx xxxxx   107   86   657
Volume/Cap:  xxxx xxxx  xxxx  0.37 xxxx  xxxx  xxxx xxxx  xxxx  0.28 0.00  0.33
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   1.8 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  10.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     B    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  401 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  3.9 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 27.1 xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    D     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             27.1
ApproachLOS:         *                *                *                D
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```

```
--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                 PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
          2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #21 Miraleste Dr./1st St.
********************************************************************************
Average Delay (sec/veh):      7.2       Worst Case Level Of Service: D[ 26.0]
********************************************************************************
Street Name:          Miraleste Dr.                        1st St.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  1  0   1  0  1  0  0   0  0  0  0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:        0  252    44   200  372     0     0    0     0    44    0   176
Growth Adj:   1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:     0  294    51   234  434     0     0    0     0    51    0   206
Added Vol:       0    1     0    15    1     0     0    0     0     0    0    19
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:     0  295    51   249  435     0     0    0     0    51    0   225
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:      0  295    51   249  435     0     0    0     0    51    0   225
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:     0  295    51   249  435     0     0    0     0    51    0   225
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   347 xxxx xxxxx  xxxx xxxx xxxxx  1254 1254   321
Potent Cap.: xxxx xxxx xxxxx  1223 xxxx xxxxx  xxxx xxxx xxxxx   192  173   724
Move Cap.:   xxxx xxxx xxxxx  1223 xxxx xxxxx  xxxx xxxx xxxxx   162  138   724
Volume/Cap:  xxxx xxxx  xxxx  0.20 xxxx  xxxx  xxxx xxxx  xxxx  0.32 0.00  0.31
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.8 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   8.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  439 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  4.2 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 26.0 xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    D     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             26.0
ApproachLOS:         *                *                *                D
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

```
--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                 AM Peak Hour
--------------------------------------------------------------------------------

                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #22 Western Ave./Toscanini Dr.
********************************************************************************
Cycle (sec):         100               Critical Vol./Cap.(X):         0.822
Loss Time (sec):      10               Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        72               Level Of Service:                  D
********************************************************************************
Street Name:            Western Ave.                      Toscanini Dr.
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected         Permitted         Permitted
Rights:           Include          Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  1  0   1  0  2  0  1   0  1  0  0  1   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      59  138    21    16  883    15    65   21   249    81   47    46
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:   69  161    25    19 1031    18    76   25   291    95   55    54
Added Vol:      0  168     0     0  185     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   69  329    25    19 1216    18    76   25   291    95   55    54
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    75  358    27    20 1322    19    83   27   316   103   60    58
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   75  358    27    20 1322    19    83   27   316   103   60    58
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   75  358    27    20 1322    19    83   27   316   103   60    58
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.86  0.14  1.00 2.00  1.00  0.76 0.24  1.00  0.47 0.27  0.26
Final Sat.:  1600 2978   222  1600 3200  1600  1209  391  1600   745  432   423
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.12  0.12  0.01 0.41  0.01  0.05 0.07  0.20  0.06 0.14  0.14
Crit Moves:  ****                   ****                    ****  ****
********************************************************************************
```

```
--------------------------------------------------------------------------------
   City of Rancho Palos Verdes - GP Circulation Element Update TIA (#100114)
       2035 General Plan Buildout Conditions (With Planned Improvements)
                                 PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #22 Western Ave./Toscanini Dr.
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):        0.771
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        61                Level Of Service:                  C
********************************************************************************
Street Name:           Western Ave.                      Toscanini Dr.
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected          Permitted         Permitted
Rights:           Include          Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  1  0    1  0  2  0  1    0  1  0  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      62 1241    63    49  179    16    31   13    72    53    4    19
Growth Adj:  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17  1.17 1.17  1.17
Initial Bse:   72 1449    74    57  209    19    36   15    84    62    5    22
Added Vol:      0  217     0     0  249     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   72 1666    74    57  458    19    36   15    84    62    5    22
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    72 1666    74    57  458    19    36   15    84    62    5    22
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   72 1666    74    57  458    19    36   15    84    62    5    22
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   72 1666    74    57  458    19    36   15    84    62    5    22
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.92  0.08  1.00 2.00  1.00  0.70 0.30  1.00  0.70 0.05  0.25
Final Sat.:  1600 3065   135  1600 3200  1600  1127  473  1600  1116   84   400
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.54  0.54  0.04 0.14  0.01  0.02 0.03  0.05  0.04 0.06  0.06
Crit Moves:       ****        ****                        ****  ****
********************************************************************************
```

APPENDIX H

Traffic Signal Warrant Worksheets

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 4)

COUNT DATE ______
CALC RMS DATE 7-11-10
CHK ______ DATE ______

DIST ______ CO ______ RTE ______ PM ______

Major St: Crest Road (EW) Critical Approach Speed 40 mph
Minor St: Crenshaw Blvd. (NS) Critical Approach Speed 45 mph

Speed limit or critical speed on major street traffic > 64 km/h (40 mph)........ ☒
or
In built up area of isolated community of < 10,000 population...................... ☐
} **RURAL (R)**

☐ **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☐ NO ☐**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume

100% SATISFIED YES ☐ NO ☐
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												
	U	R	U	R									
APPROACH LANES	1		2 or More										Hour
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)									
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)									

Condition B - Interruption of Continuous Traffic

100% SATISFIED YES ☐ NO ☐
80% SATISFIED YES ☐ NO ☐

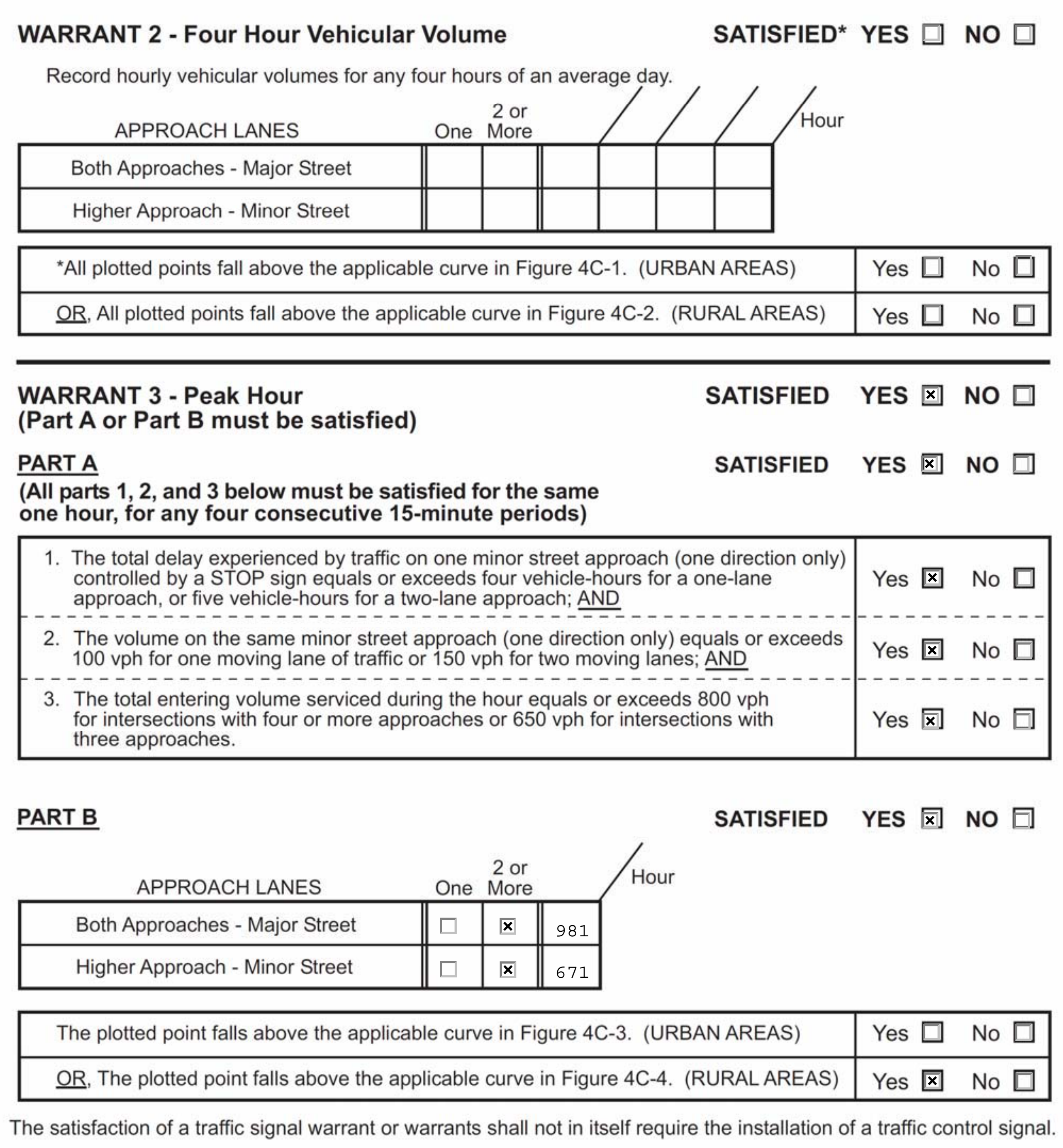
	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												
	U	R	U	R									
APPROACH LANES	1		2 or More										Hour
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)									

Combination of Conditions A & B **SATISFIED YES ☐ NO ☐**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
<u>AND</u>, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 4)



WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	Hour	Hour	Hour	Hour
Both Approaches - Major Street						
Higher Approach - Minor Street						

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☒ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☒ NO ☐**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☒ No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☒ No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒ No ☐

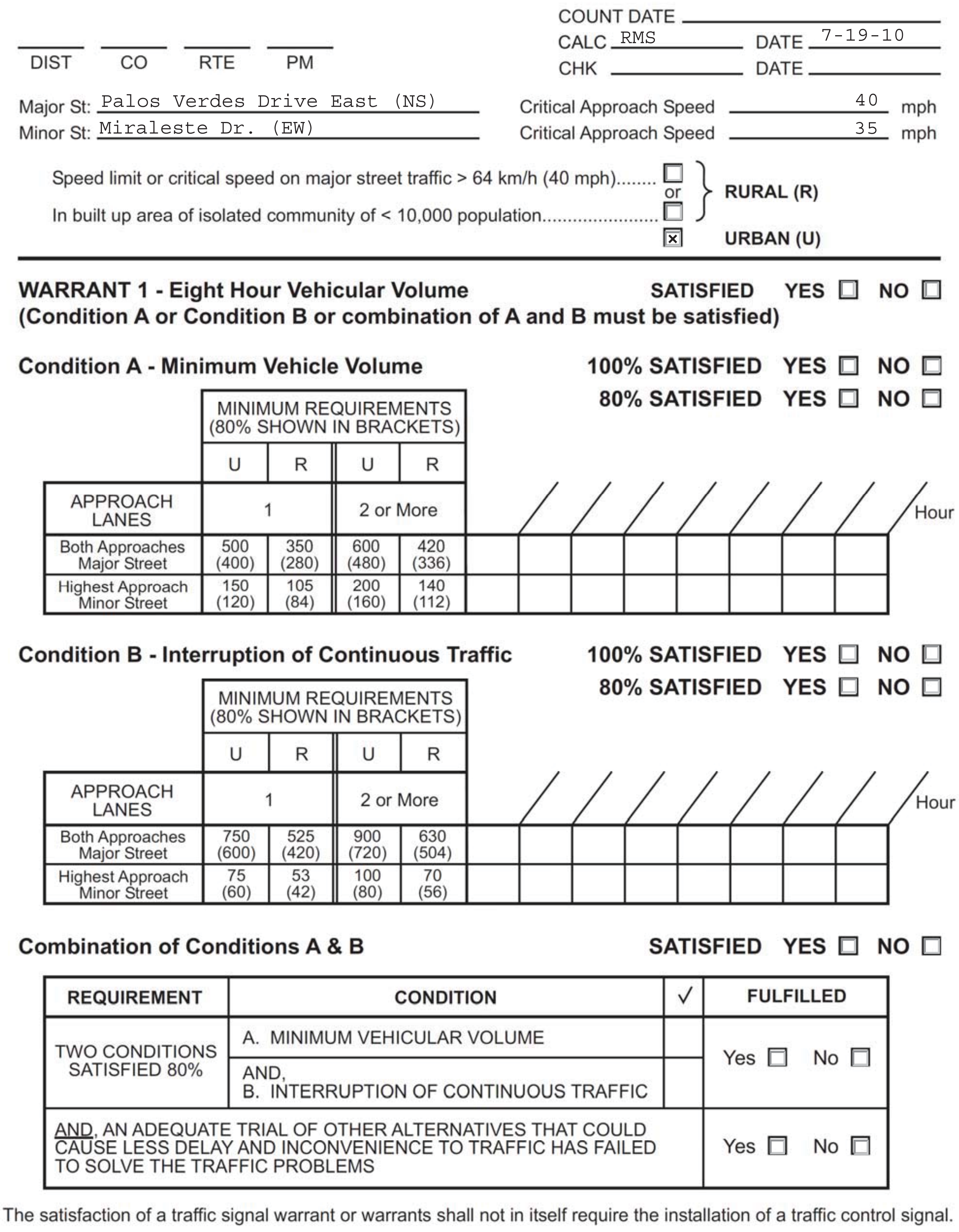
PART B **SATISFIED YES ☒ NO ☐**

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street	☐	☒	981
Higher Approach - Minor Street	☐	☒	671

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐ No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☒ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 4)



COUNT DATE ______
CALC RMS DATE 7-19-10
CHK ______ DATE ______

DIST	CO	RTE	PM

Major St: Palos Verdes Drive East (NS) Critical Approach Speed 40 mph
Minor St: Miraleste Dr. (EW) Critical Approach Speed 35 mph

Speed limit or critical speed on major street traffic > 64 km/h (40 mph)........ ☐ or
In built up area of isolated community of < 10,000 population...................... ☐ } **RURAL (R)**
☒ **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☐ NO ☐**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				Hour							
	U	R	U	R								
APPROACH LANES	1		2 or More									
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)								
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)								

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				Hour							
	U	R	U	R								
APPROACH LANES	1		2 or More									
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)								
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)								

Combination of Conditions A & B **SATISFIED YES ☐ NO ☐**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 4)

WARRANT 2 - Four Hour Vehicular Volume

SATISFIED* **YES** ☐ **NO** ☐

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	Hour	Hour	Hour	Hour
Both Approaches - Major Street						
Higher Approach - Minor Street						

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
<u>OR</u>, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour (Part A or Part B must be satisfied)

SATISFIED **YES** ☒ **NO** ☐

<u>PART A</u>

SATISFIED **YES** ☒ **NO** ☐

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; <u>AND</u>	Yes ☒ No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>	Yes ☒ No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒ No ☐

<u>PART B</u>

SATISFIED **YES** ☒ **NO** ☐

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street	☒	☐	919
Higher Approach - Minor Street	☒	☐	651

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☒ No ☐
<u>OR</u>, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

GENERAL PLAN BUILDOUT (2035) CONDITIONS

COUNT DATE ____
CALC RMS DATE 7/7/10
CHK ____ DATE ____

DIST ____ CO ____ RTE ____ PM ____

Major St: Hawthorne Bl. (EW) (24,164) Critical Approach Speed 45 mph
Minor St: Vià Rivera (NS) (1292) Critical Approach Speed 25 mph

Speed limit or critical speed on major street traffic > 64 km/h (40 mph)........ ☒ or
In built up area of isolated community of < 10,000 population...................... ☐ } **RURAL (R)**
☐ **URBAN (U)**

(Based on Estimated Average Daily Traffic - See Note)

		Minimum Requirements EADT			
URBAN........................... RURAL...........................					
CONDITION A - Minimum Vehicular Volume Satisfied ____ Not Satisfied X		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1....................................	1....................................	8,000	5,600	2,400	1,680
→2 or More.......................	1....................................	9,600	[✓ 6,720]	2,400	[✓ 1,680]
2 or More.......................	2 or More.......................	9,600	6,720	3,200	2,240
1....................................	2 or More.......................	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic Satisfied ✓ Not Satisfied ____		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1....................................	1....................................	12,000	8,400	1,200	850
→2 or More.......................	1....................................	14,400	[✓ 10,080]	1,200	[✓ 850]
2 or More.......................	2 or More.......................	14,400	10,080	1,600	1,120
1....................................	2 or More.......................	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B Satisfied ____ Not Satisfied ____ No one condition satisfied, but following conditions fulfilled 80% or more........... ____ A ____ B		2 CONDITIONS 80%		2 CONDITIONS 80%	

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

GENERAL PLAN BUILDOUT (2035) CONDITIONS

COUNT DATE ______
CALC RMS DATE 7-17-10
CHK ______ DATE ______

DIST ___ CO ___ RTE ___ PM ___

Major St: PVDS (EW) (24098)
Minor St: Forrestall (NS) (1344)

Critical Approach Speed 45 mph
Critical Approach Speed 25 mph

Speed limit or critical speed on major street traffic > 64 km/h (40 mph)........ ☒ or
In built up area of isolated community of < 10,000 population....................... ☐
} **RURAL (R)**

☐ **URBAN (U)**

(Based on Estimated Average Daily Traffic - See Note)

URBAN.......................... RURAL..........................

CONDITION A - Minimum Vehicular Volume

Satisfied ______ Not Satisfied X

Minimum Requirements EADT

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Vehicles Per Day on Major Street (Total of Both Approaches) Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Rural
1....................................	1....................................	8,000	5,600	2,400	1,680
→ 2 or More........................	1....................................	9,600	6,720	2,400	1,680
2 or More........................	2 or More........................	9,600	6,720	3,200	2,240
1....................................	2 or More........................	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied ✓ Not Satisfied ______

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Vehicles Per Day on Major Street (Total of Both Approaches) Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Rural
1....................................	1....................................	12,000	8,400	1,200	850
→ 2 or More........................	1....................................	14,400	10,080	1,200	850
2 or More........................	2 or More........................	14,400	10,080	1,600	1,120
1....................................	2 or More........................	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied ______ Not Satisfied ______

No one condition satisfied, but following conditions fulfilled 80% or more.......... ______ A ______ B

2 CONDITIONS 80%

2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

GENERAL PLAN BUILDOUT (2035) CONDITIONS

COUNT DATE ____
CALC RMS DATE 7/17/10
CHK ____ DATE ____

DIST ____ CO ____ RTE ____ PM ____

Major St: PVDS (EW) (24,098) Critical Approach Speed 45 mph
Minor St: PVDE (NS) (2,818) Critical Approach Speed 35 mph

Speed limit or critical speed on major street traffic > 64 km/h (40 mph)........ ☒ or
In built up area of isolated community of < 10,000 population...................... ☐
} **RURAL (R)**

☐ **URBAN (U)**

(Based on Estimated Average Daily Traffic - See Note)

URBAN............................ RURAL............................

Minimum Requirements EADT

CONDITION A - Minimum Vehicular Volume

Satisfied ✓ Not Satisfied ____

Number of lanes for moving traffic on each approach		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Major Street	Minor Street	Urban	Rural	Urban	Rural
1	1	8,000	5,600	2,400	1,680
2 or More	1	9,600	6,720	2,400	1,680
2 or More	2 or More	9,600	6,720	3,200	2,240
1	2 or More	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied ✓ Not Satisfied ____

Number of lanes for moving traffic on each approach		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Major Street	Minor Street	Urban	Rural	Urban	Rural
1	1	12,000	8,400	1,200	850
2 or More	1	14,400	10,080	1,200	850
2 or More	2 or More	14,400	10,080	1,600	1,120
1	2 or More	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied ____ Not Satisfied ____

No one condition satisfied, but following conditions fulfilled 80% or more........... ____ A ____ B

	Vehicles Per Day on Major Street	Vehicles Per Day on Higher-Volume Minor Street Approach
Combination of CONDITIONS A + B	2 CONDITIONS 80%	2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

GENERAL PLAN BUILDOUT (2035) CONDITIONS

COUNT DATE ____
CALC RMS DATE 7/7/10
CHK ____ DATE ____

____ DIST ____ CO ____ RTE ____ PM

Major St: Miraleste Dr. (NS) 19,050 Critical Approach Speed 35 mph
Minor St: 1st St. (EW) 3,035 Critical Approach Speed 35 mph

Speed limit or critical speed on major street traffic > 64 km/h (40 mph)........ ☐ or
In built up area of isolated community of < 10,000 population........................ ☐ } **RURAL (R)**
☒ **URBAN (U)**

(Based on Estimated Average Daily Traffic - See Note)

URBAN.............................. RURAL..............................

CONDITION A - Minimum Vehicular Volume

Satisfied ✓ Not Satisfied ____

Number of lanes for moving traffic on each approach		Minimum Requirements EADT			
		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Major Street	Minor Street	Urban	Rural	Urban	Rural
1	1	[✓ 8,000]	5,600	[✓ 2,400]	1,680
2 or More	1	9,600	6,720	2,400	1,680
2 or More	2 or More	9,600	6,720	3,200	2,240
1	2 or More	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied ✓ Not Satisfied ____

Number of lanes for moving traffic on each approach		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Major Street	Minor Street	Urban	Rural	Urban	Rural
1	1	[✓ 12,000]	8,400	[✓ 1,200]	850
2 or More	1	14,400	10,080	1,200	850
2 or More	2 or More	14,400	10,080	1,600	1,120
1	2 or More	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied ____ Not Satisfied ____

No one condition satisfied, but following conditions fulfilled 80% or more........... ____ A ____ B

2 CONDITIONS 80%	2 CONDITIONS 80%

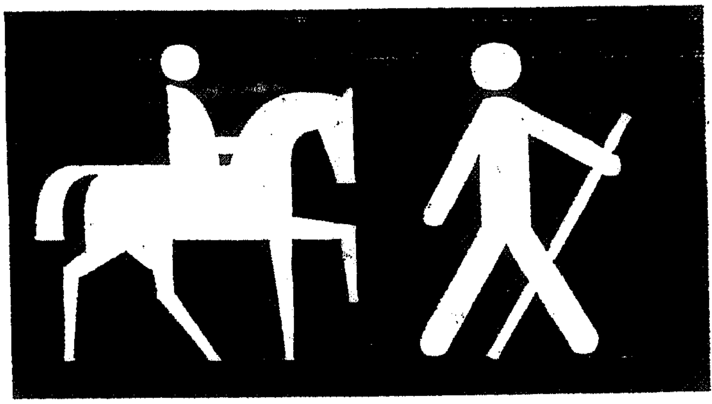
Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

APPENDIX I

Trail Systems

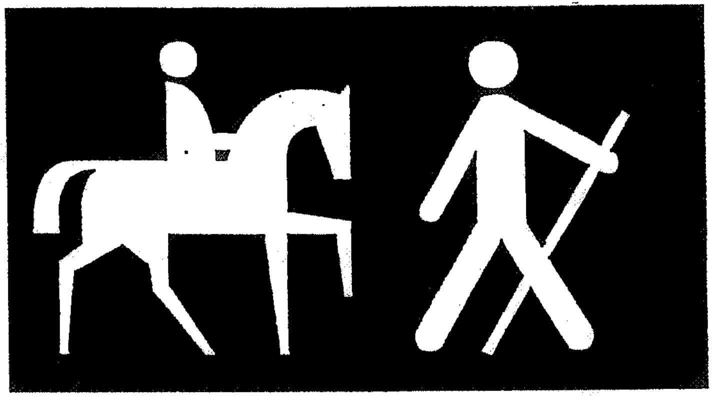
CONCEPTUAL TRAILS PLAN

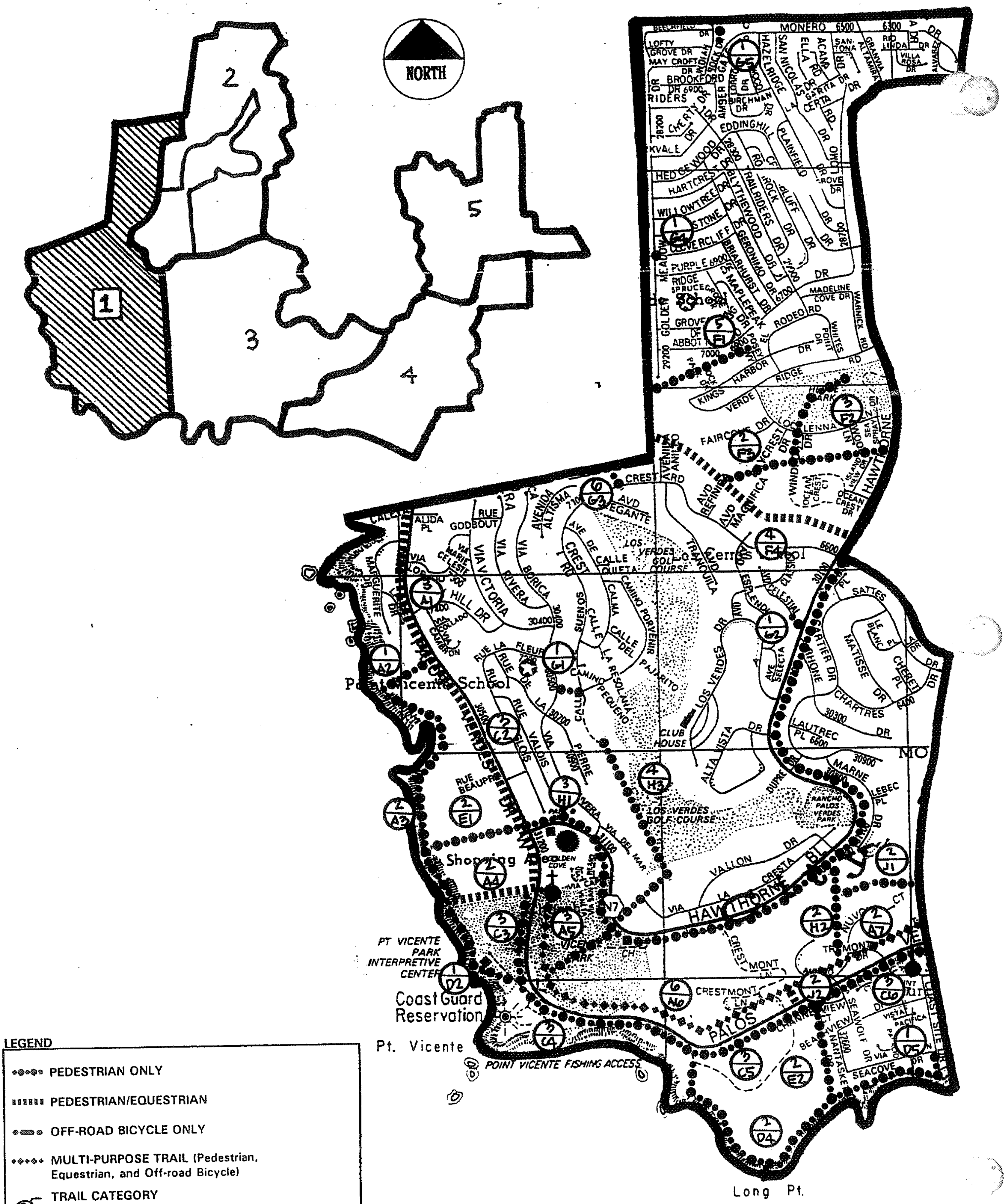


REVISED SEPTEMBER 7, 1993

PREPARED BY THE
DEPARTMENT OF PLANNING, BUILDING AND CODE ENFORCEMENT
BRET B. BERNARD, DIRECTOR
CAROLYNN PETRU, PLANNING ADMINISTRATOR
TERRY SILVERMAN, ASSOCIATE PLANNER

SECTION ONE

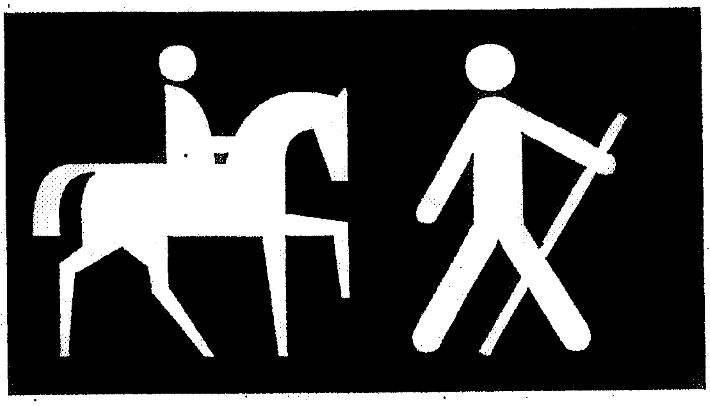


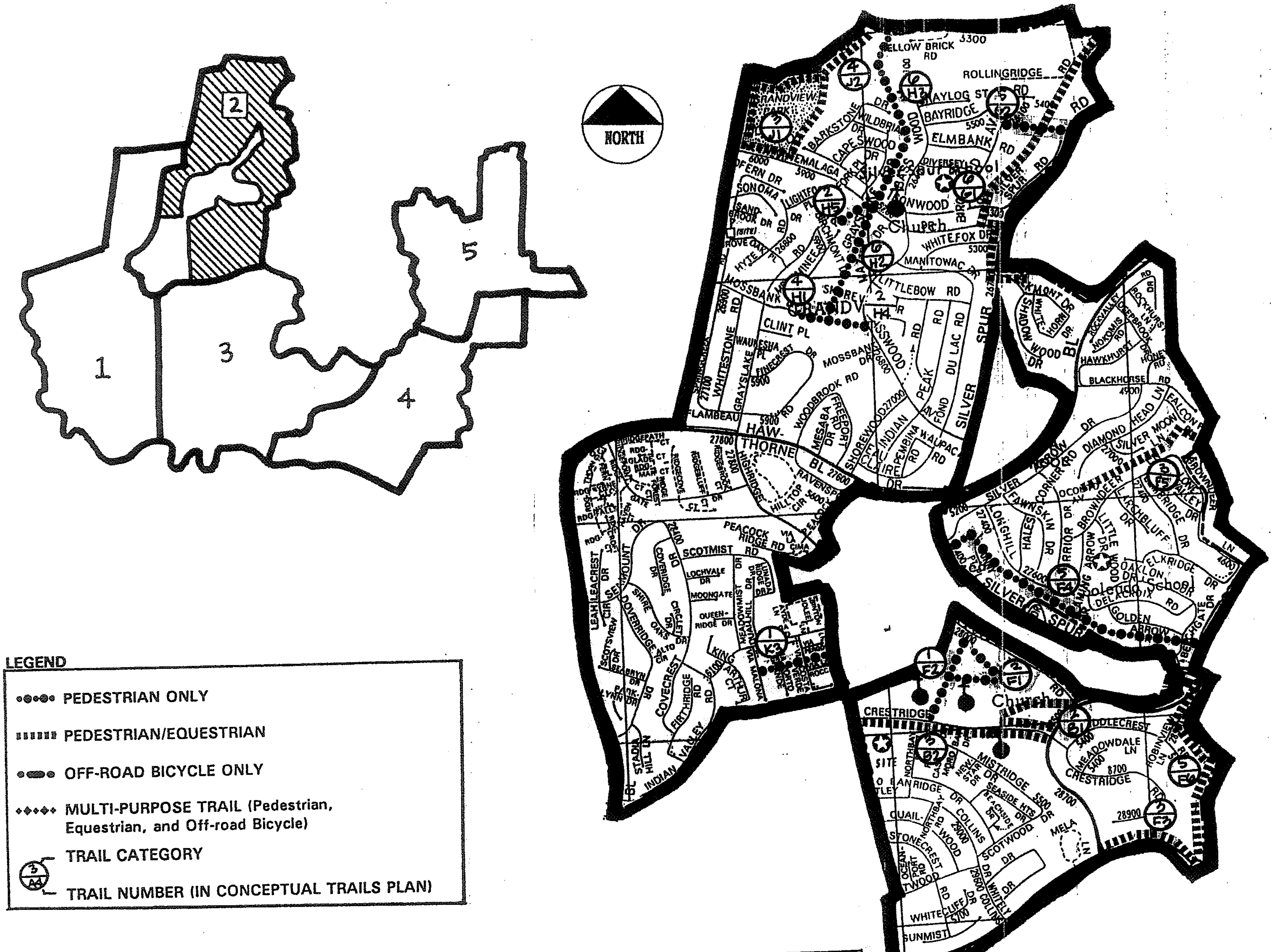


LEGEND

- ●○●○● PEDESTRIAN ONLY
- ▮▮▮▮▮▮ PEDESTRIAN/EQUESTRIAN
- ●▬● OFF-ROAD BICYCLE ONLY
- ◆◇◆◇◆ MULTI-PURPOSE TRAIL (Pedestrian, Equestrian, and Off-road Bicycle)
- 3/A4 TRAIL CATEGORY / TRAIL NUMBER (IN CONCEPTUAL TRAILS PLAN)

SECTION TWO





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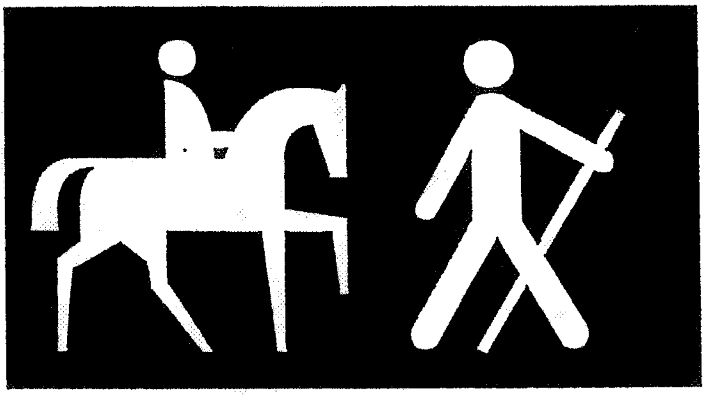
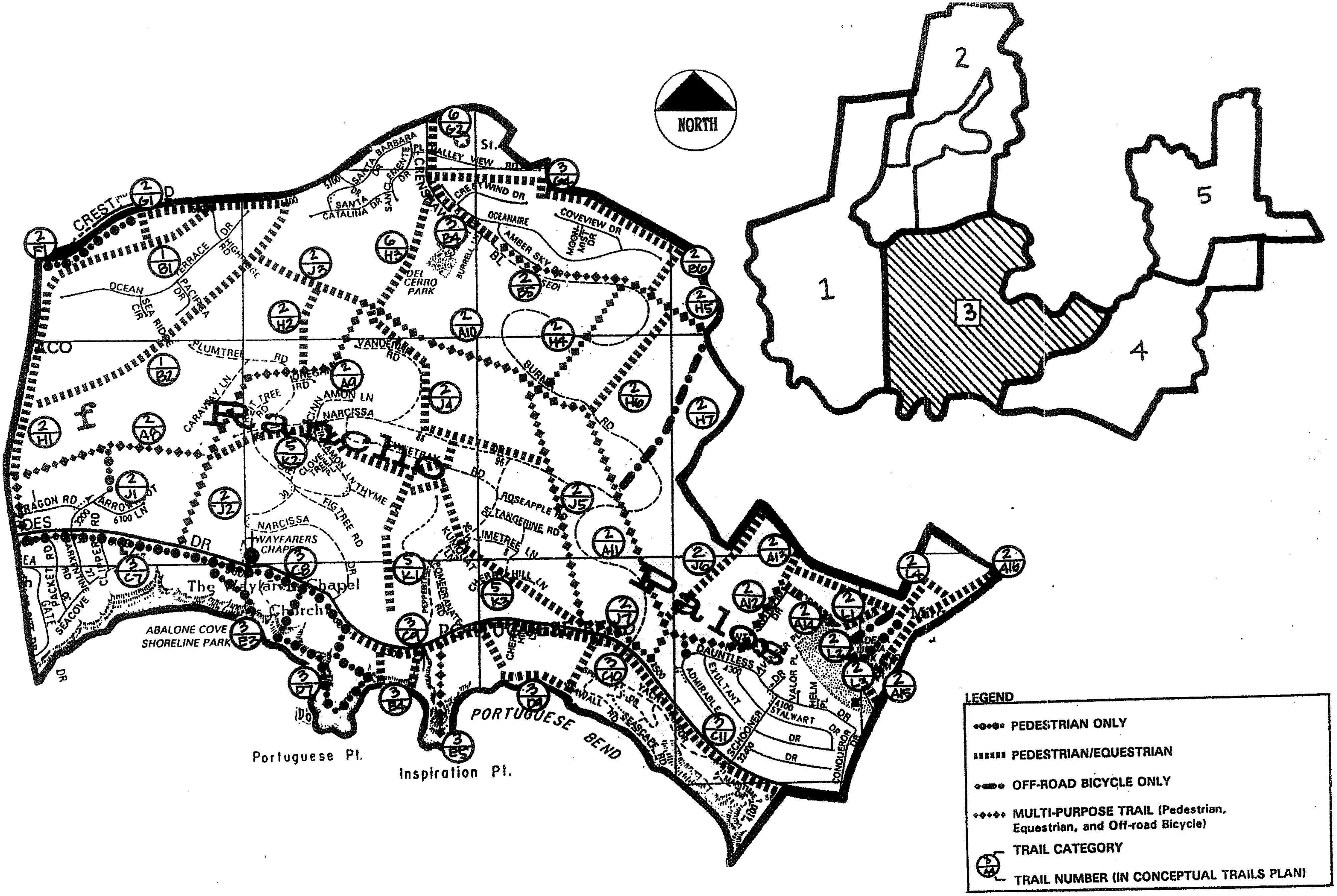
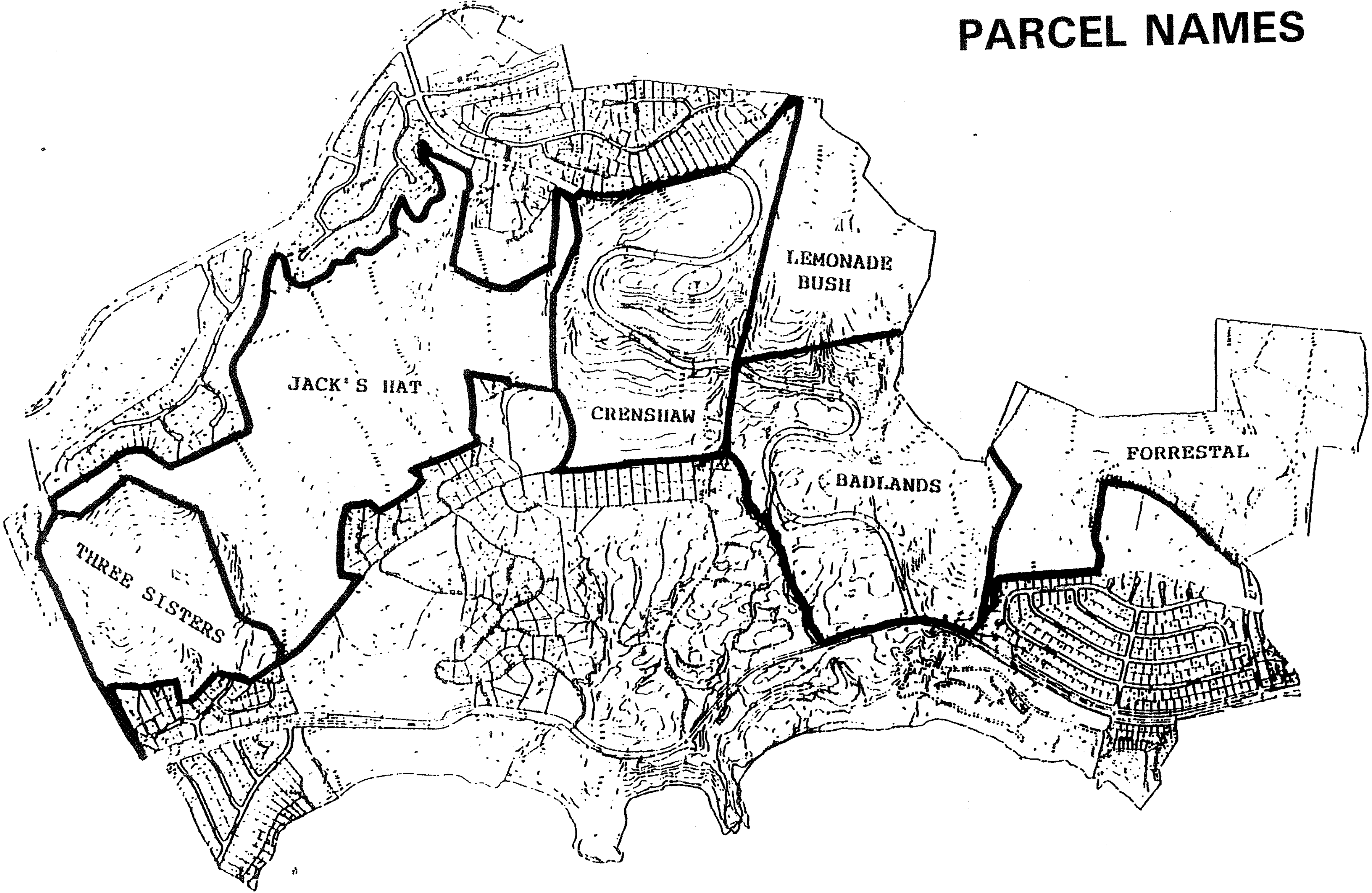
SECTION THREE



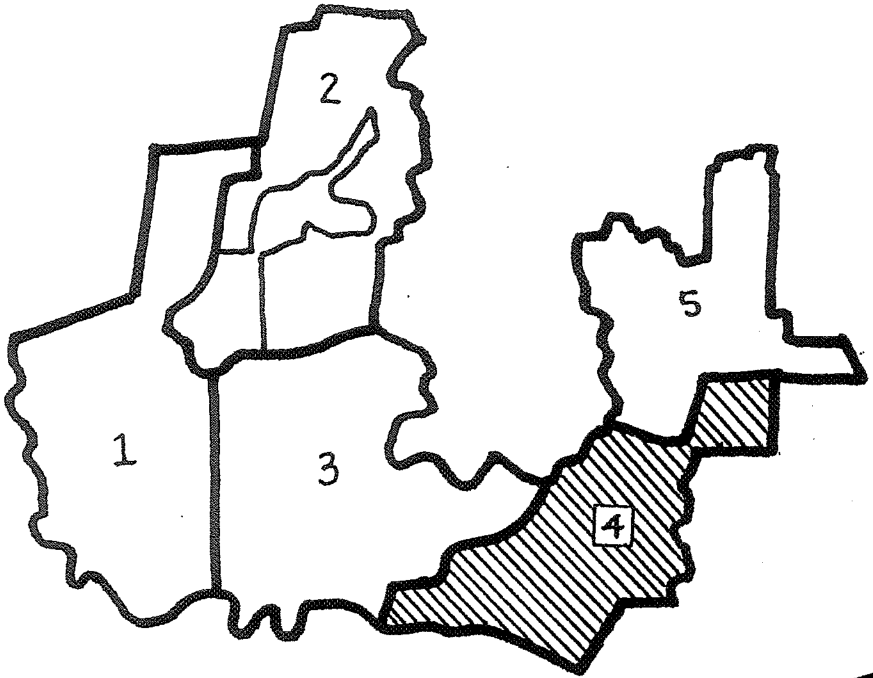

NORTH
1
2
3
4
5
Rancho Palos
CREST RD
CRENSHAW BL
VALLEY VIEW RD
CRESTWIND DR
OCEANAIRE
COVEVIEW DR
MOON MIST DR
AMBER SKY DR
SANTA BARBARA DR
SAN CLEMENTE DR
SANTA CATALINA DR
DEL CERRO PARK
BURRELL LN
OCEAN CIR
SEA RIDGE
TERRACE DR
HIGHRIDGE RD
PACIFICA DR
PLUMTREE RD
VANDERLIP RD
BURMA RD
CARAWAY LN
FRUIT TREE RD
AMON LN
NARCISSA
CLOVE TREE PL
THYME
FIG TREE RD
SWEETBAY RD
ROSEAPPLE RD
TANGERINE RD
LIMETREE LN
KUMQUAT LN
CHERRYHILL LN
POMEGRANATE RD
PEPPERTREE
WAYFARERS CHAPEL
The Wayfarers Chapel Church
ARROWROOT
6100 LN
DR
PACKET RD
BARKENTINE RD
CLIPPER RD
SEACOVE DR
GATE
ABALONE COVE SHORELINE PARK
PORTUGUESE BEND
Portuguese Pt.
Inspiration Pt.
SEAWALL RD
SEASCAPE RD
YACHT
DAUNTLESS DR
ADMIRABLE DR
EXULTANT DR
SCHOONER DR
STALWART DR
VALOR PL
HELM PL
CONQUEROR DR
2 F1
2 G1
1 B1
1 B2
2 H1
2 A8
2 J1
2 J2
2 J3
2 H2
6 H3
6 G2
3 G4
2 B4
2 B5
2 A10
2 A9
2 J4
5 K2
2 H4
2 B6
2 H5
2 H6
2 H7
2 J5
2 A11
2 J6
2 A13
2 A12
2 J7
2 C10
2 C11
2 A14
2 L1
2 L2
2 L3
2 L4
2 A15
2 A16
5 K1
5 K3
3 C7
3 C8
3 E3
3 D7
3 B4
3 E5
3 D4
3 C4
LEGEND
PEDESTRIAN ONLY
PEDESTRIAN/EQUESTRIAN
OFF-ROAD BICYCLE ONLY
MULTI-PURPOSE TRAIL (Pedestrian, Equestrian, and Off-road Bicycle)
TRAIL CATEGORY
TRAIL NUMBER (IN CONCEPTUAL TRAILS PLAN)

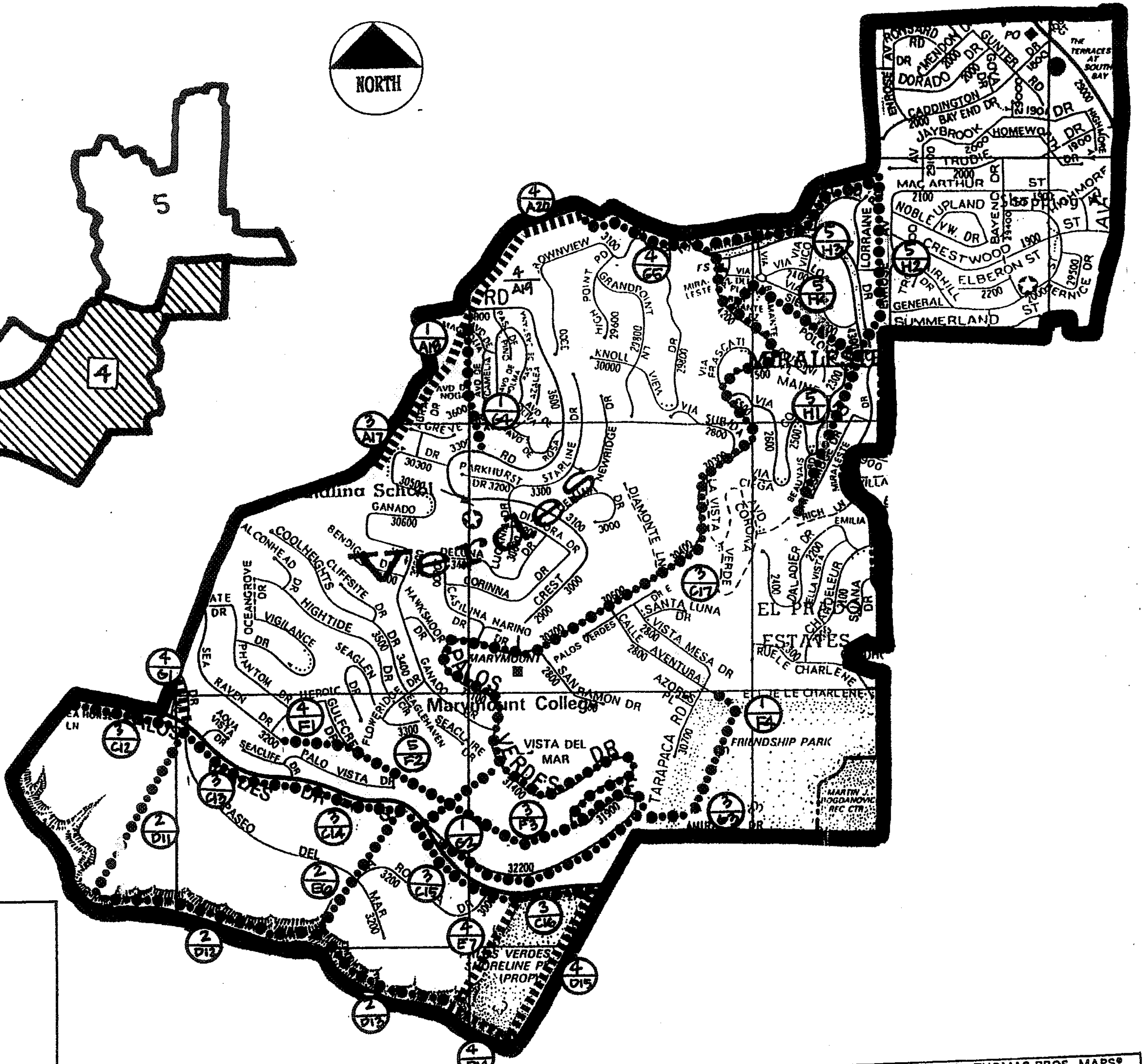
SECTION 3
PARCEL NAMES



PLEASE REFER TO SECTION 3 TEXT FOR DESCRIPTIONS

SECTION FOUR

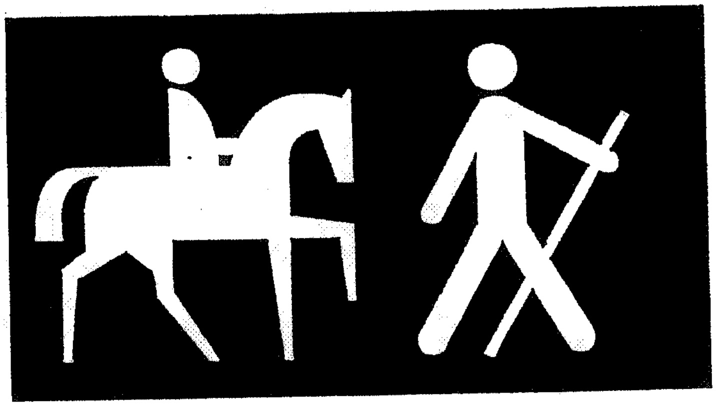


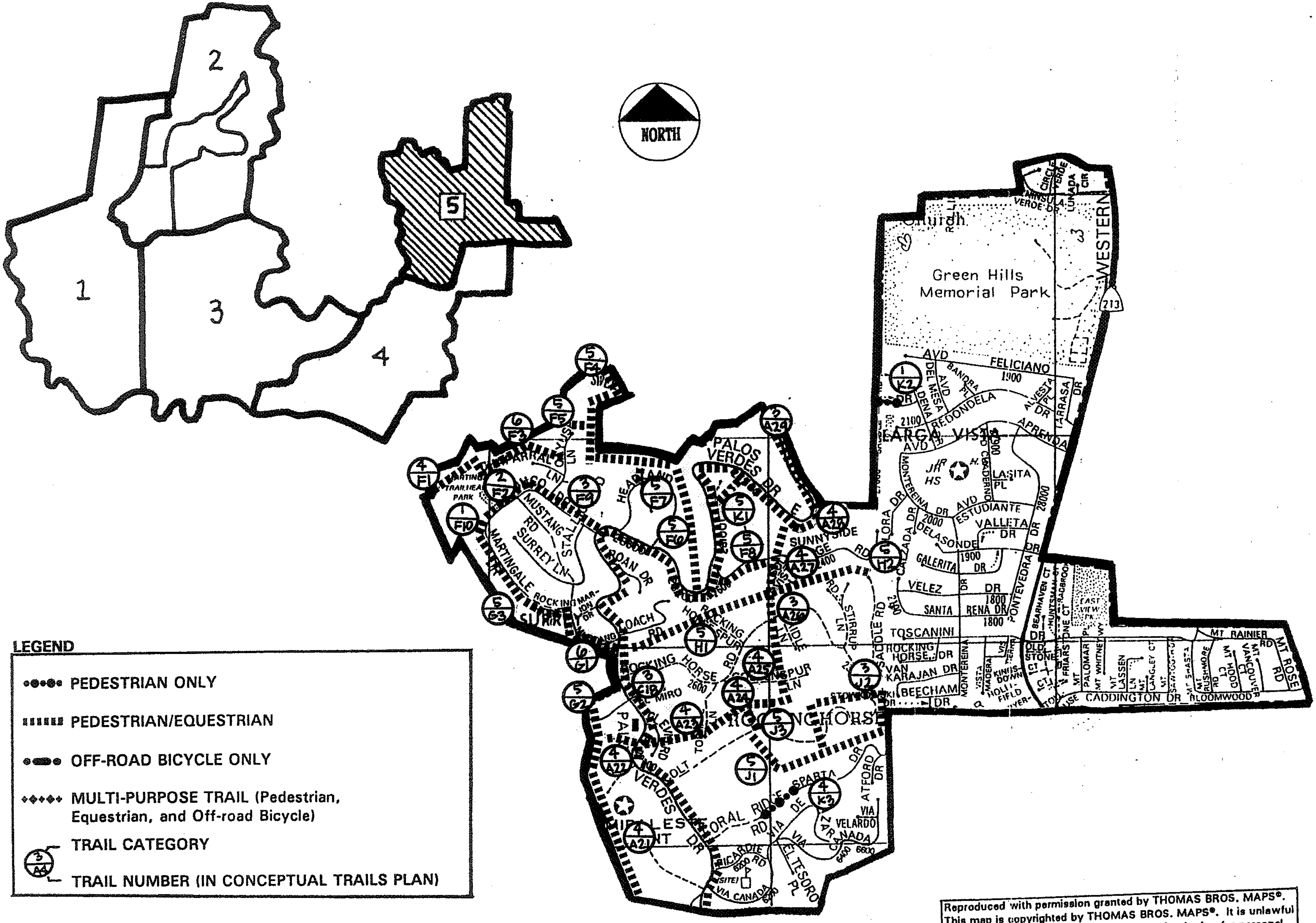


LEGEND

- ●○●○● PEDESTRIAN ONLY
- ▮▮▮▮▮ PEDESTRIAN/EQUESTRIAN
- ●▬●▬● OFF-ROAD BICYCLE ONLY
- ◆◆◆◆◆ MULTI-PURPOSE TRAIL (Pedestrian, Equestrian, and Off-road Bicycle)
- (3/A4) TRAIL CATEGORY
- TRAIL NU[illegible] (IN CONCEPTUAL TRAILS PLAN)

SECTION FIVE



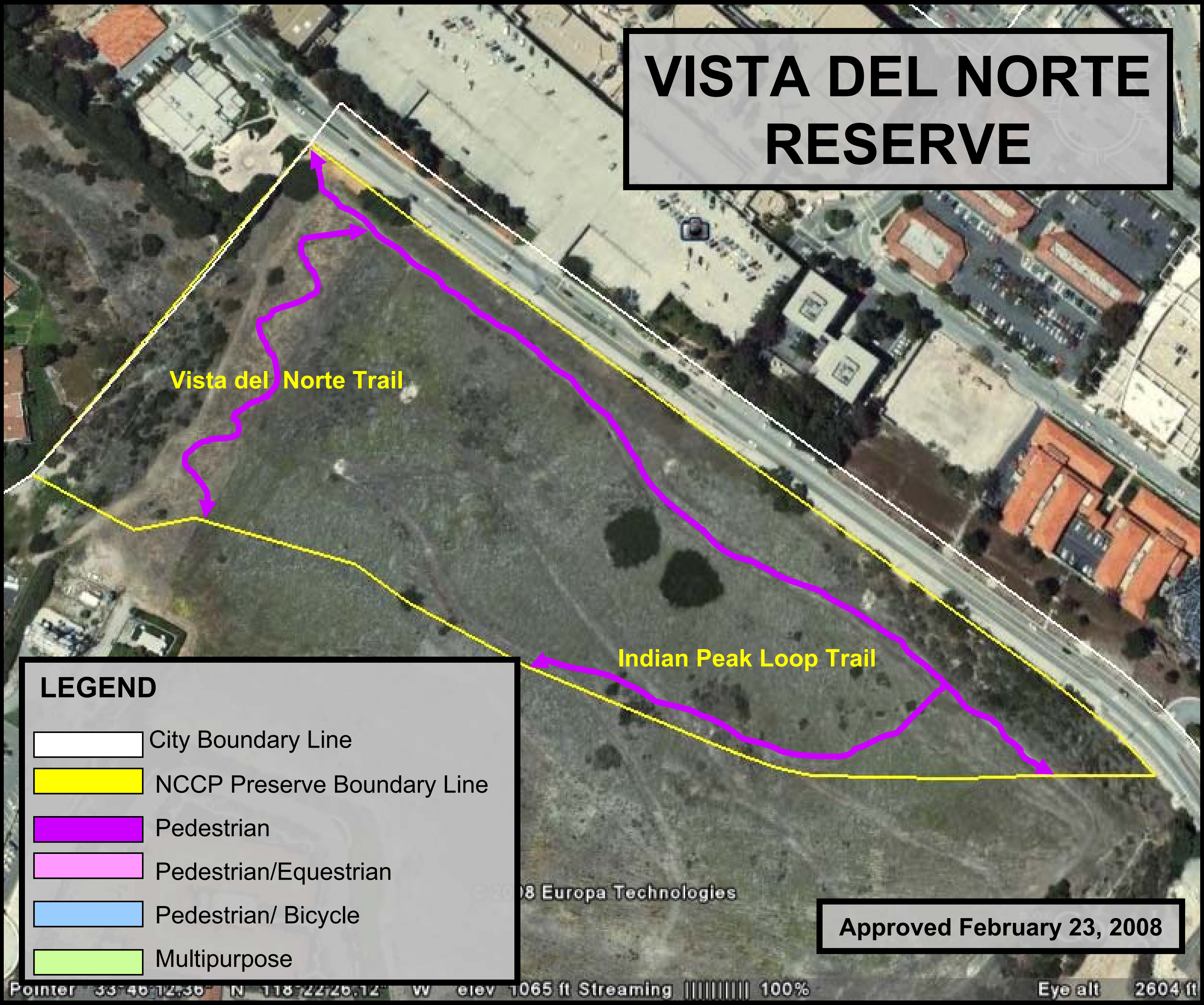


LEGEND

- ●●●●● PEDESTRIAN ONLY
- ▮▮▮▮▮ PEDESTRIAN/EQUESTRIAN
- ●▬▬● OFF-ROAD BICYCLE ONLY
- ◆◆◆◆◆ MULTI-PURPOSE TRAIL (Pedestrian, Equestrian, and Off-road Bicycle)
- TRAIL CATEGORY (3)
- TRAIL NUMBER (IN CONCEPTUAL TRAILS PLAN) (A4)

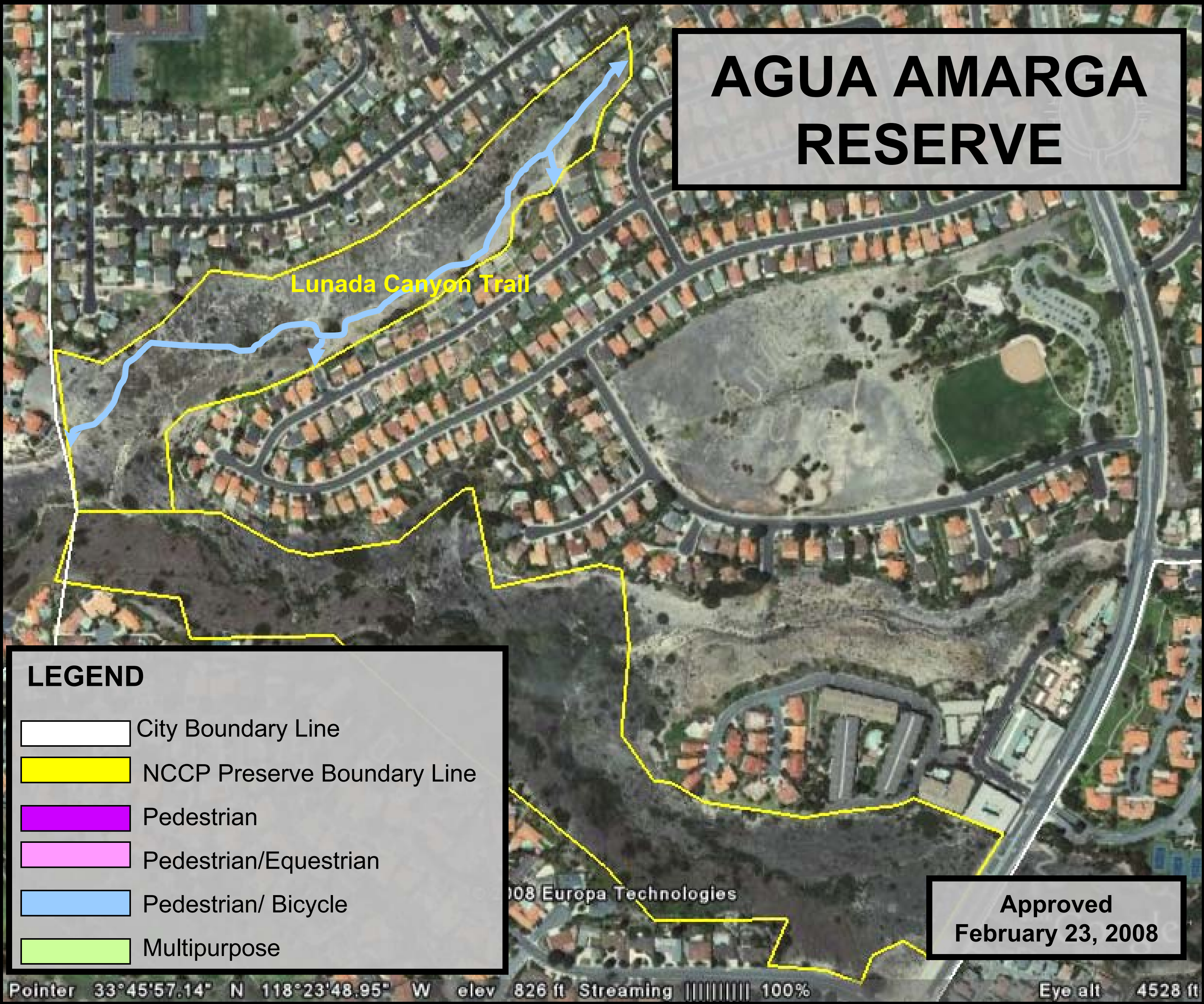
CITY OF
RANCHO PALOS VERDES
NCCP
PALOS VERDES
NATURE PRESERVE

VISTA DEL NORTE RESERVE



Approved February 23, 2008

AGUA AMARGA RESERVE

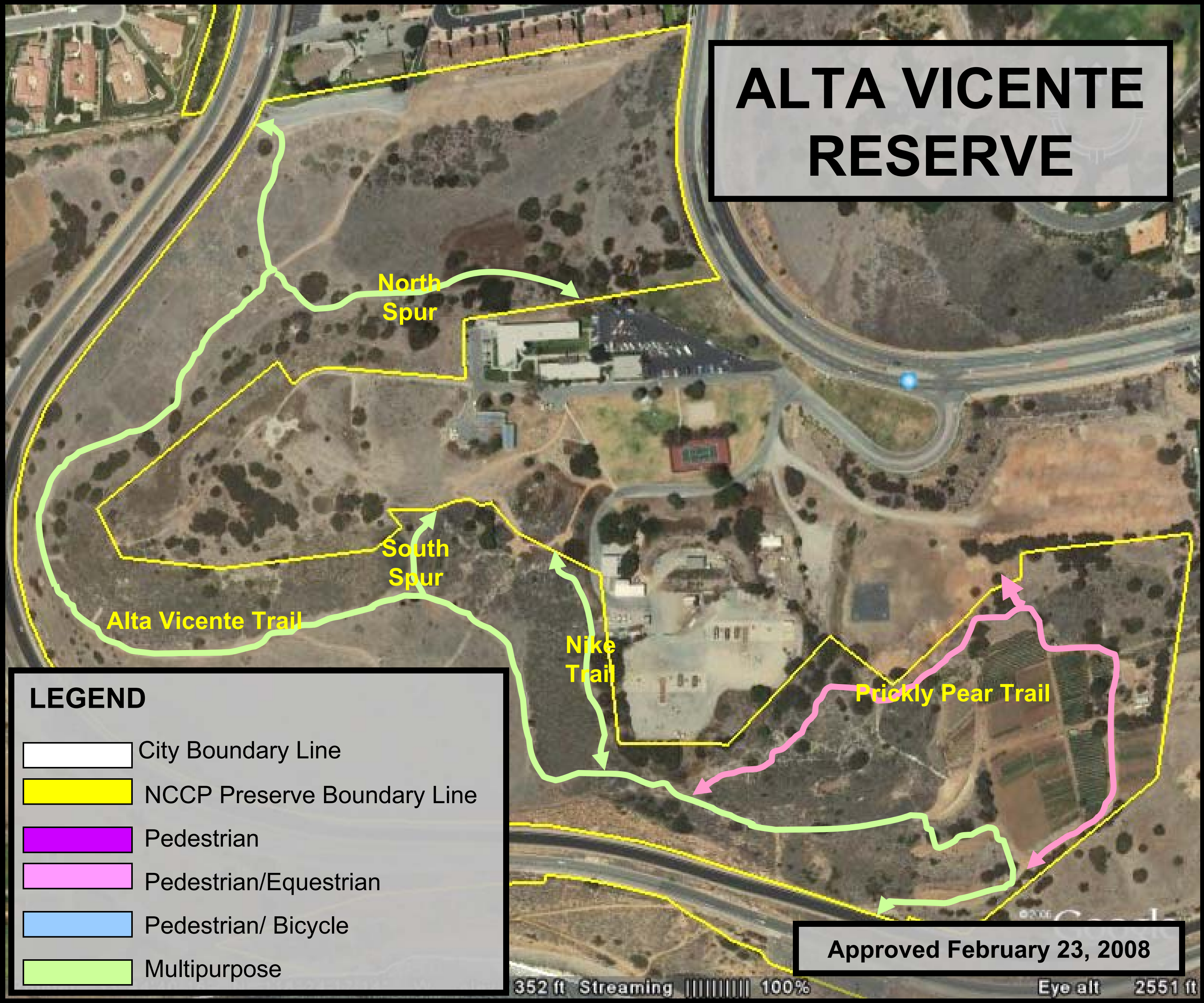


LEGEND

- ⬜ City Boundary Line
- 🟨 NCCP Preserve Boundary Line
- 🟪 Pedestrian
- ▨ Pedestrian/Equestrian
- 🟦 Pedestrian/ Bicycle
- 🟩 Multipurpose

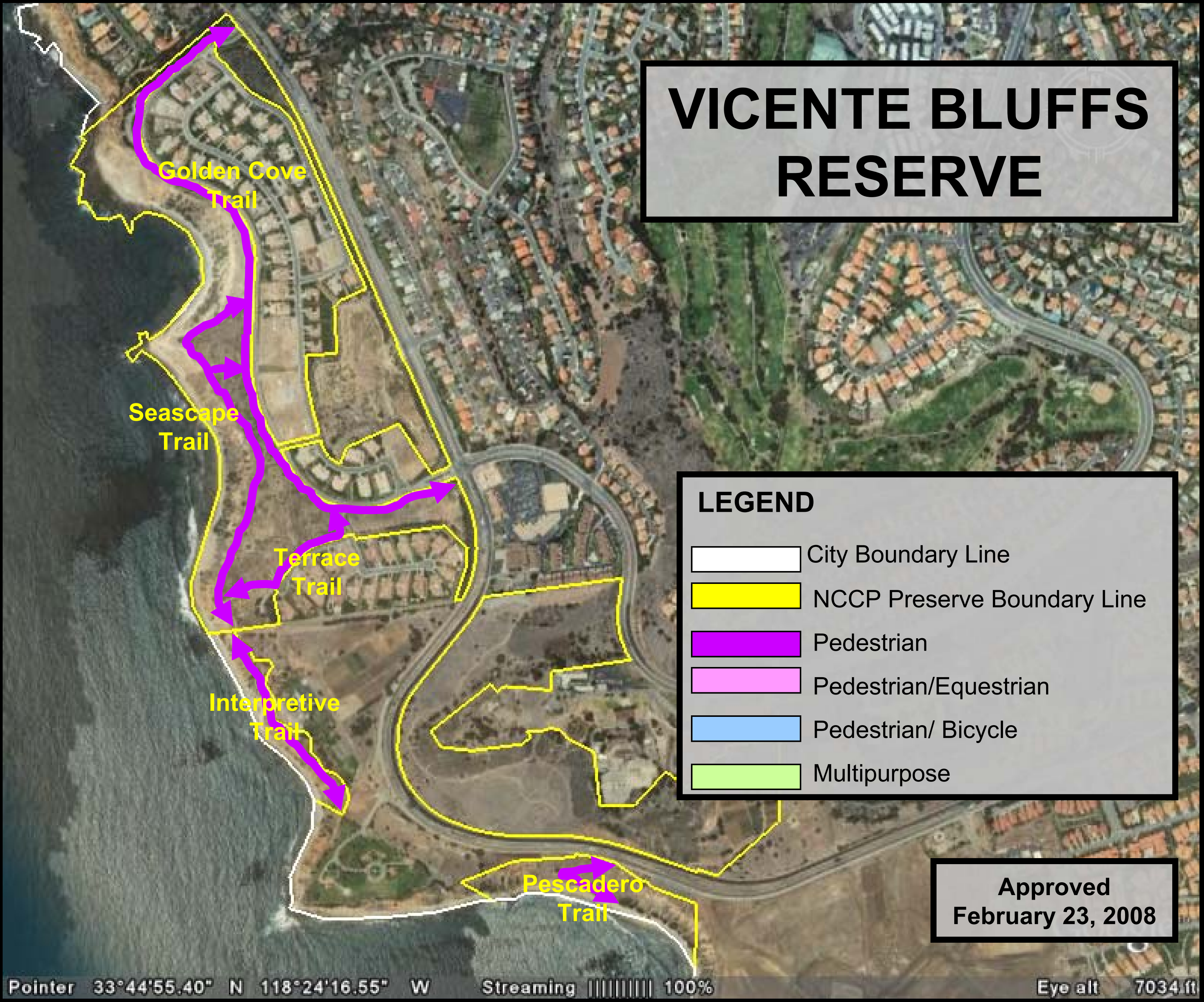
Approved
February 23, 2008

ALTA VICENTE RESERVE



Approved February 23, 2008

VICENTE BLUFFS RESERVE



Approved
February 23, 2008

ABALONE COVE RESERVE

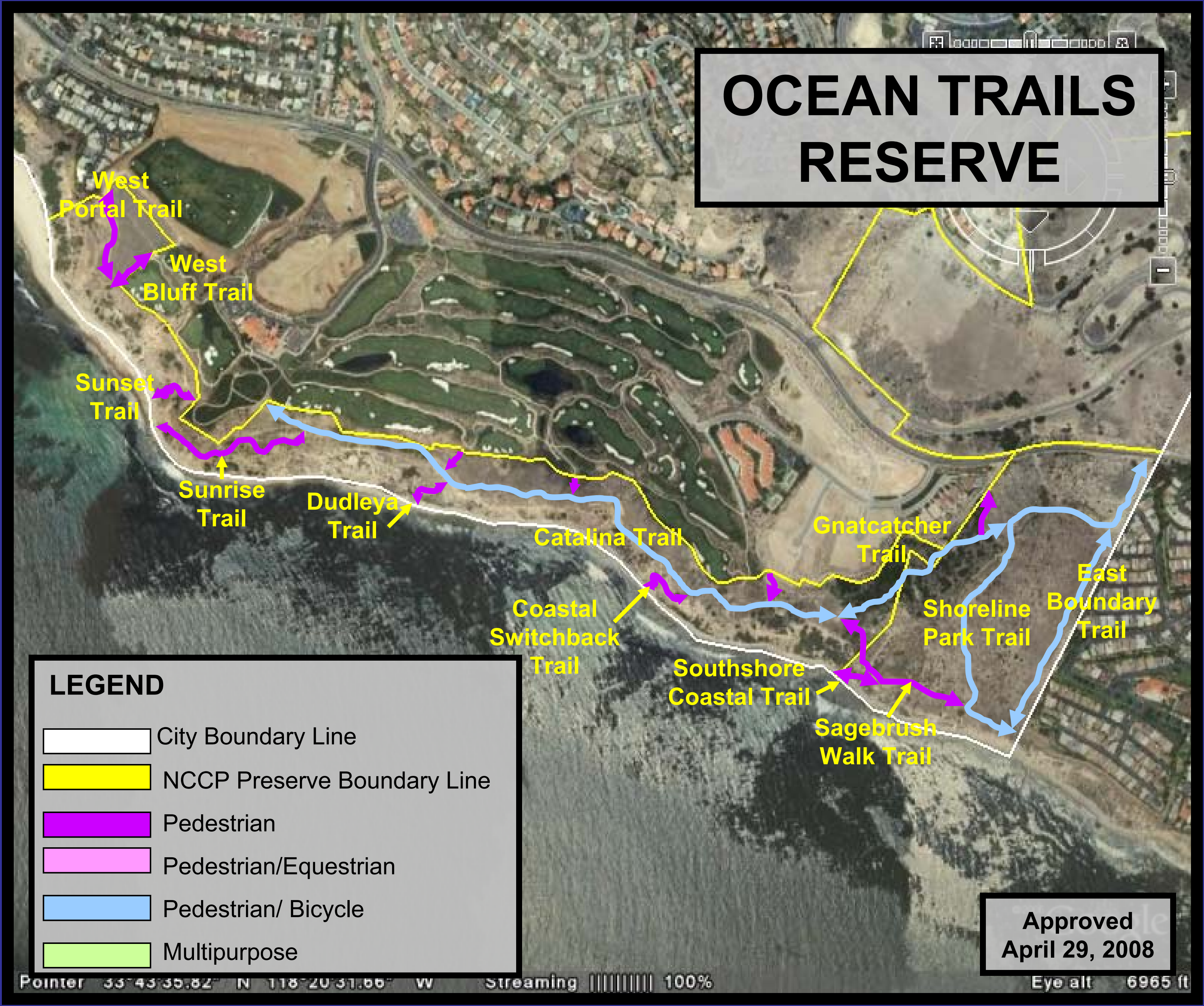
LEGEND

⬜	City Boundary Line
🟨	NCCP Preserve Boundary Line
🟪	Pedestrian
▨	Pedestrian/Equestrian
🟦	Pedestrian/ Bicycle
🟩	Multipurpose

⬭ **Future Trail location to be determined**

Approved April 29, 2008

OCEAN TRAILS RESERVE

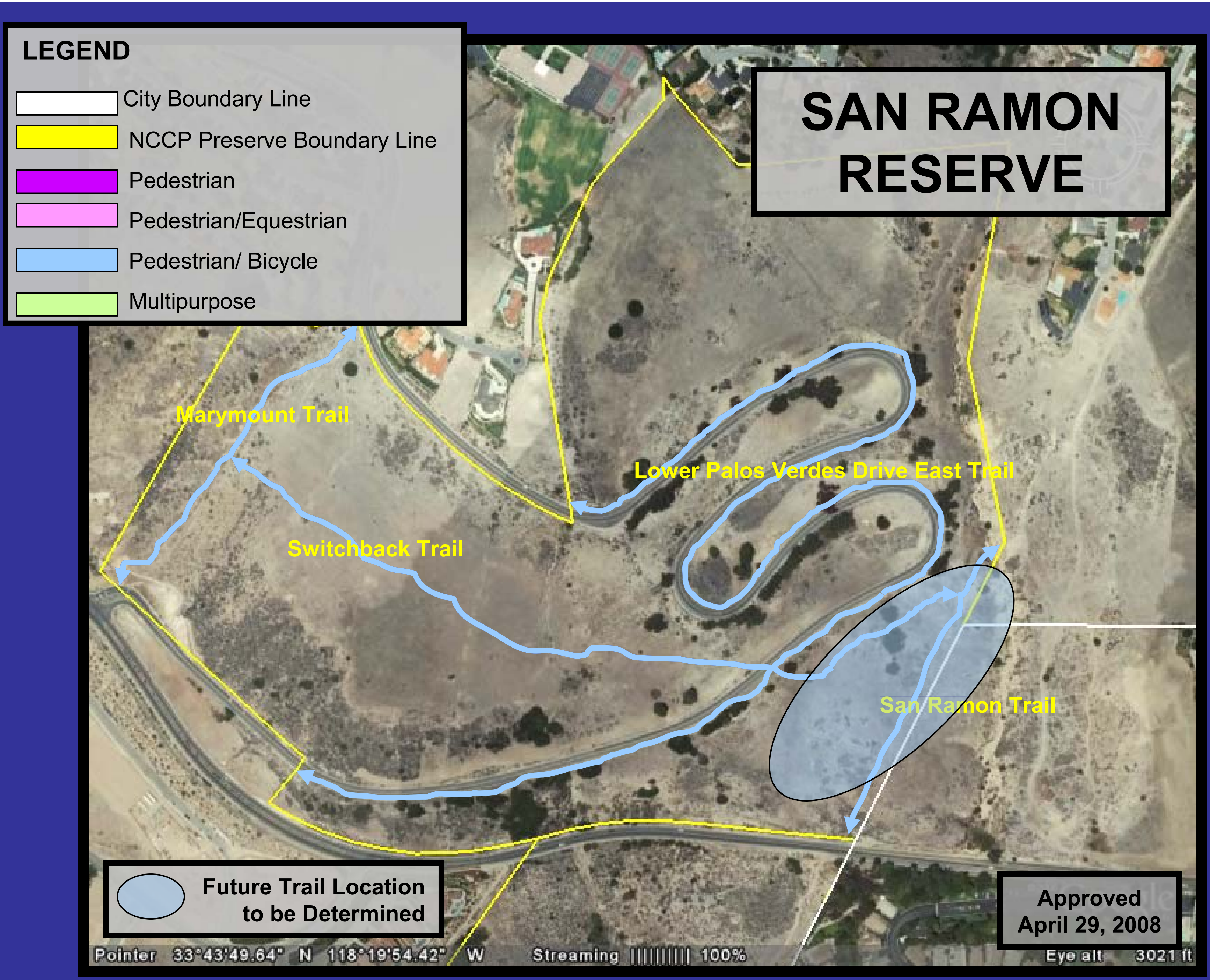


LEGEND

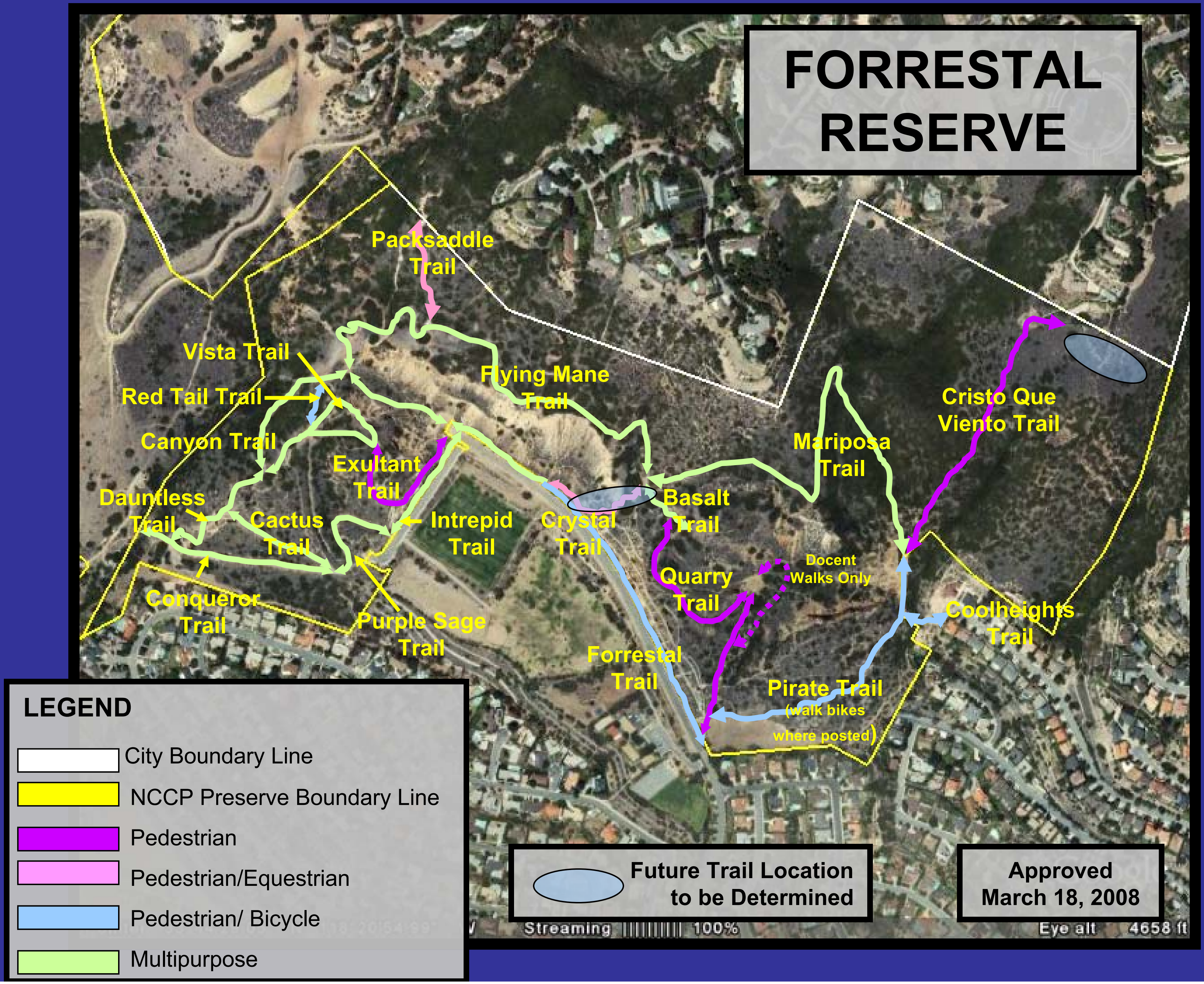
- ⬜ City Boundary Line
- 🟨 NCCP Preserve Boundary Line
- 🟪 Pedestrian
- ▨ Pedestrian/Equestrian
- 🟦 Pedestrian/ Bicycle
- 🟩 Multipurpose

Approved
April 29, 2008

SAN RAMON RESERVE

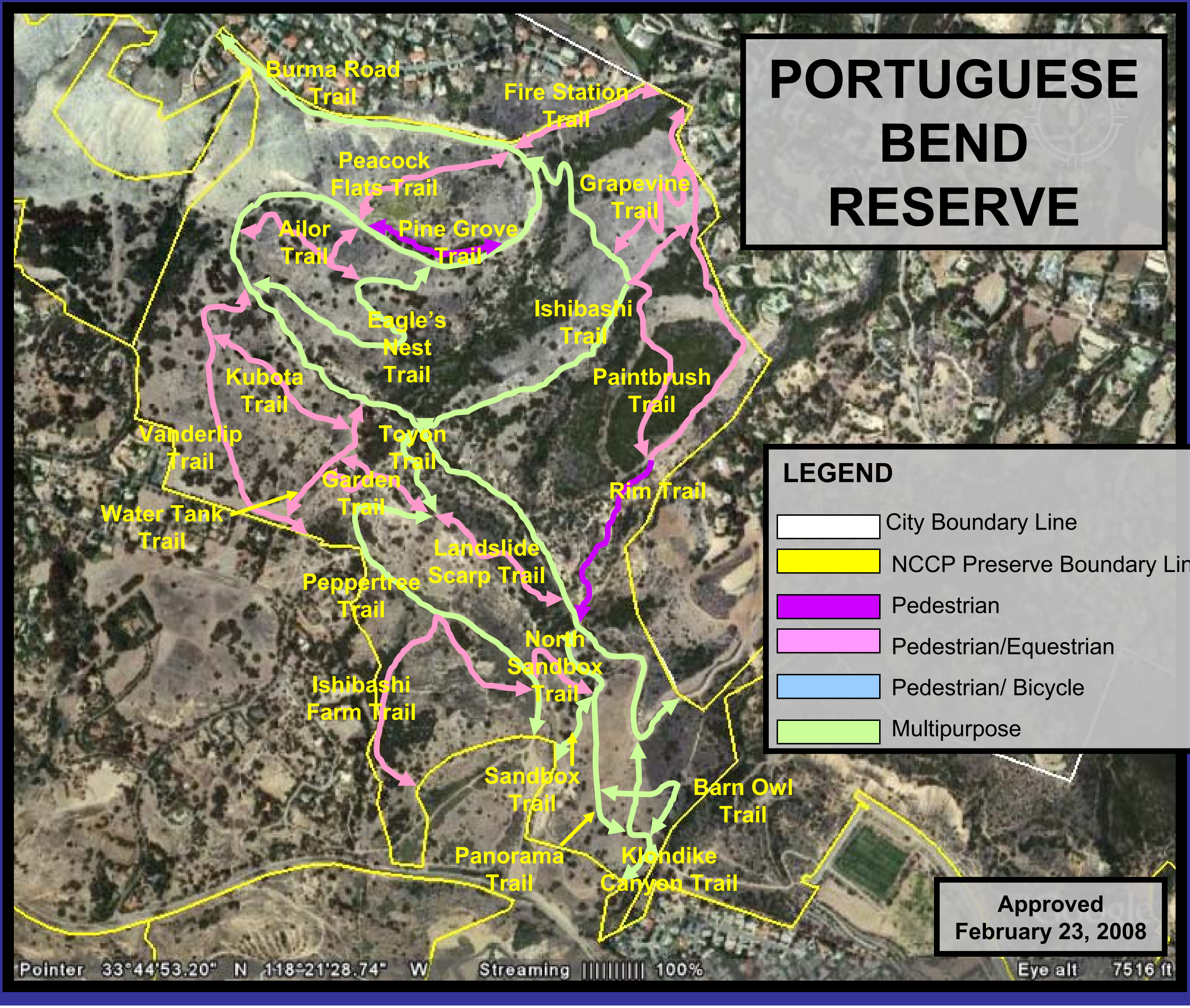


FORRESTAL RESERVE



Approved
March 18, 2008

PORTUGUESE BEND RESERVE

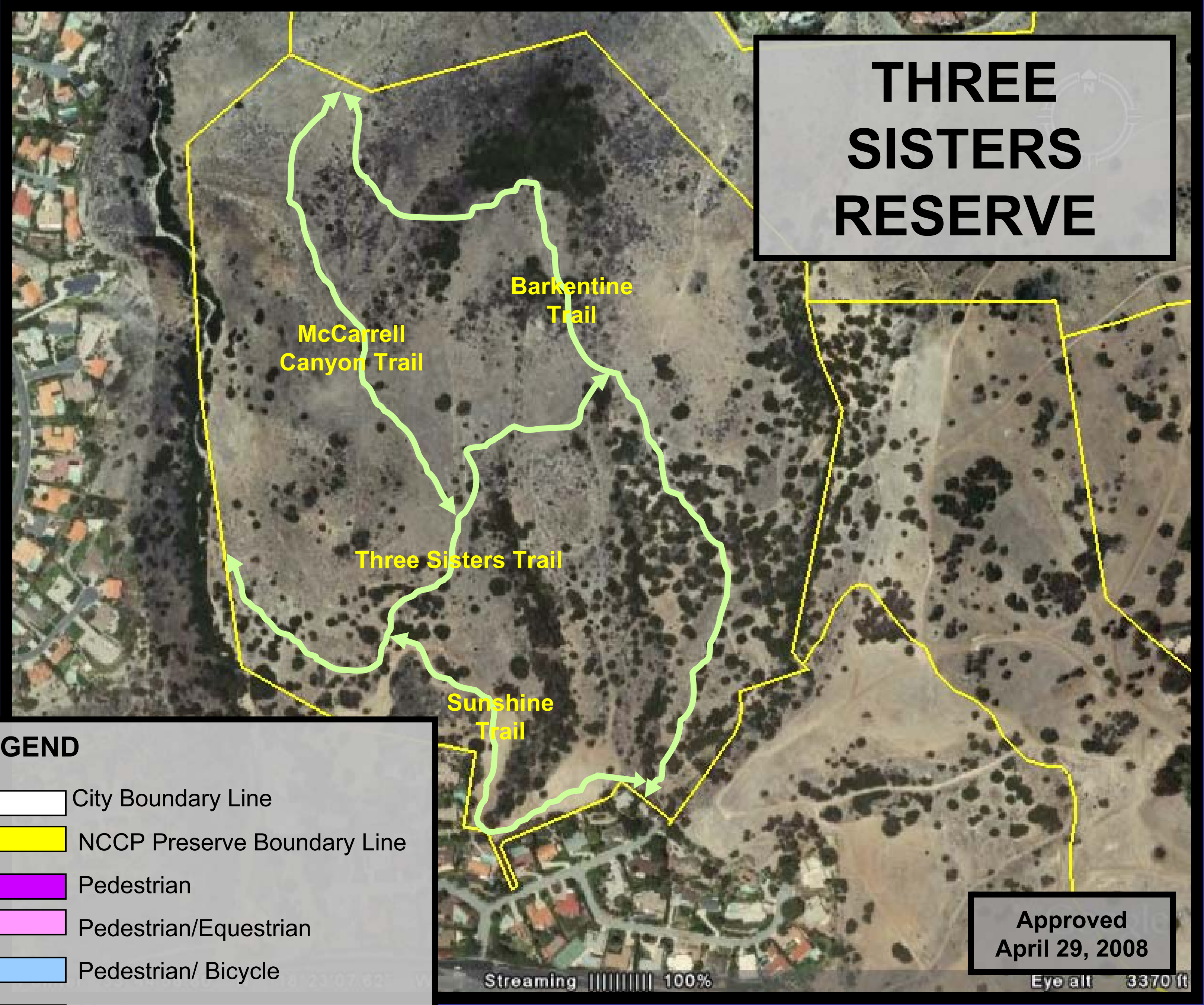


LEGEND

- ⬜ City Boundary Line
- 🟨 NCCP Preserve Boundary Line
- 🟪 Pedestrian
- ▨ Pedestrian/Equestrian
- 🟦 Pedestrian/ Bicycle
- 🟩 Multipurpose

Approved
February 23, 2008

THREE SISTERS RESERVE



LEGEND

- ⬜ City Boundary Line
- 🟨 NCCP Preserve Boundary Line
- 🟪 Pedestrian
- 🟪 Pedestrian/Equestrian
- 🟦 Pedestrian/ Bicycle
- 🟩 Multipurpose

Approved
April 29, 2008