Appendix G

Traffic: Supplemental Traffic Analysis (August 2012)
Traffic Impact Study(April 2011)
Construction Traffic Impact Analysis
Emergency Access and Evacuation Evaluation

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Traffic: Supplemental Traffic Analysis (August 2012)
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MEMORANDUM

To:	Abe Leider, AICP CEP Rincon Consultants, Inc.	Date:	August 20, 2012
From:	Clare Look-Jaeger, P.E., CL-Jaeger Francesca Bravo, FB LLG, Engineers	LLG Ref:	1-10-3845-1
Subject:	Supplemental Traffic Analysis for the Zone 2 Landslide Moratorium – Portuguese Bend Project		

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As requested, Linscott, Law & Greenspan, Engineers is pleased to submit this supplemental traffic analysis for inclusion into the Draft EIR for the Zone 2 Moratorium – Portuguese Bend Project. Due to the length of time that has transpired since the Notice of Preparation was circulated for public review, changes have occurred in the cumulative development projects list (i.e., the related projects list). Therefore, this supplemental traffic impact analysis was prepared in order to determine if the deletion of the former Annenberg project would change any of the previous findings and conclusions with respect to significant traffic impacts. The following paragraphs summarize the conclusions of the April 12, 2012 LLG traffic analysis as well as the supplemental traffic analysis which is presented for informational purposes.

Conclusions of the April 12, 2011 LLG Traffic Analysis

It was previously concluded in the traffic study that the proposed project would contribute on a cumulative basis to significant traffic impacts at a total of three study intersections (i.e., via application of the City's threshold criteria to the "Year 2020 Future With Project Traffic Conditions" scenario). According to the City's impact criteria, the following locations were reported to be significantly impacted by cumulative growth during the peak hours shown below with the addition of ambient growth, related projects and project-related traffic:

- Int. No. 1: Via Rivera/Hawthorne Boulevard
  AM peak hour *delay* increase of 4.4 seconds [to 141.7 from 137.3 (LOS F)]
  PM peak hour *delay* increase of 5.3 seconds [to 102.3 from 97.0 (LOS F)]

- Int. No. 2: Seahill Drive-Tramonto Drive/Palos Verdes Drive South
  AM peak hour *delay* increase of 2.4 seconds [to 47.0 from 44.6 (LOS E)]
  PM peak hour *delay* increase of 3.8 seconds [to 53.3 (LOS F) from 49.5 (LOS E)]

- Int. No. 6: Forrestal Drive/Palos Verdes Drive South
  AM peak hour *delay* increase of 2.8 seconds [to 78.6 from 75.8 (LOS F)]
  PM peak hour *delay* increase of 4.5 seconds [to 91.9 from 87.4 (LOS F)]

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Conclusions of the Supplemental Traffic Analysis

Without the forecast traffic associated with the former Annenberg Project, we conclude that the same three study intersections identified above are expected to be significantly impacted on a cumulative basis. However, as shown in the attached ***Revised Table 8-2,*** Intersection No. 2 (Seahill Drive-Tramonto Drive/Palos Verdes Drive South) is now expected to be significantly impacted on a cumulative basis during *only* the PM peak hour, as compared to both the AM *and* PM peak hours when traffic associated with the Annenberg project was incorporated into the traffic analysis. Subsequently, the mitigation measures as outlined in the April 12, 2012 traffic study remain valid and unchanged.

Please feel free to call us with any questions or comments at 626.796.2322.

cc: File

REVISED TABLE 8-2
YEAR 2020 WITH PROJECT INTERSECTION LEVELS OF SERVICE SUMMARY

Int No.	Key Intersection	Unsignalized (1)/ Signalized (2)	Time Period	[1] Year 2020 Future Pre-Project Traffic Conditions			[2] Year 2020 Future With Project Traffic Conditions			[3] Change in V/C or Delay	[3] Significant Impact	[4] Year 2020 Future With Project + Mitigation			[5] Change in V/C or Delay	[5] Significant Impact
				Delay	V/C	LOS [a]	Delay	V/C	LOS [a]	[(3-2)]	[b],[c]	Delay	V/C	LOS [a]	[(3-2)]	[b],[c]
1	Via Rivera/ Hawthorne Boulevard	1	AM	122.8	0.916	F	127.1	0.928	F	4.3	YES	83.0	0.928	F	-39.8	NO
			PM	89.5	0.698	F	94.1	0.715	F	4.6	YES	79.7	0.715	F	-9.8	NO
2	Tramonto Drive-Seahill Drive/ Palos Verdes Drive South	1	AM	39.8	0.577	E	41.7	0.592	E	1.9	NO	19.7	---	C	-20.1	NO
			PM	43.8	0.479	E	46.8	0.501	E	3.0	YES	21.2	---	C	-22.6	YES
3	Barkentine Road/ Palos Verdes Drive South	1	AM	24.9	0.133	C	25.5	0.137	D	0.6	NO	25.5	0.137	D	0.6	NO
			PM	27.6	0.115	D	28.7	0.120	D	1.1	NO	28.7	0.120	D	1.1	NO
4	Narcissa Drive/ Palos Verdes Drive South	1	AM	23.1	0.111	C	25.7	0.172	D	2.6	NO	25.7	0.172	D	2.6	NO
			PM	23.2	0.121	C	24.3	0.162	C	1.1	NO	24.3	0.162	C	1.1	NO
5	Peppertree Drive/ Palos Verdes Drive South	1	AM	26.7	0.105	D	25.6	0.131	D	-1.1	NO	25.6	0.131	D	-1.1	NO
			PM	27.7	0.122	D	26.7	0.145	D	-1.0	NO	26.7	0.145	D	-1.0	NO
6	Forrestal Drive/ Palos Verdes Drive South	1	AM	65.8	0.574	F	68.2	0.587	F	2.4	YES	---	0.713	C	0.139	YES
			PM	75.6	0.597	F	79.3	0.615	F	3.7	YES	---	0.687	B	0.090	YES
7	Palos Verdes Drive East/ Palos Verdes Drive South	1	AM	8.5	0.366	A	8.9	0.370	A	0.4	NO	8.9	0.370	A	0.4	NO
			PM	6.7	0.507	A	7.6	0.520	A	0.9	NO	7.6	0.520	A	0.9	NO

[a] Level of Service (LOS) is based on the delay for unsignalized intersections and on the reported ICU value for signalized intersections.

[b] For signalized intersections, the City of Rancho Palos Verdes utilizes the County of Los Angeles traffic thresholds of significance. According to the County of Los Angeles Department of Public Works' "Traffic Impact Analysis Report Guidelines, " January 1, 1997, Page 6: "an impact is considered significant if the project related increase in the volume-to-capacity ratio (v/c) equals or exceeds the thresholds shown below:

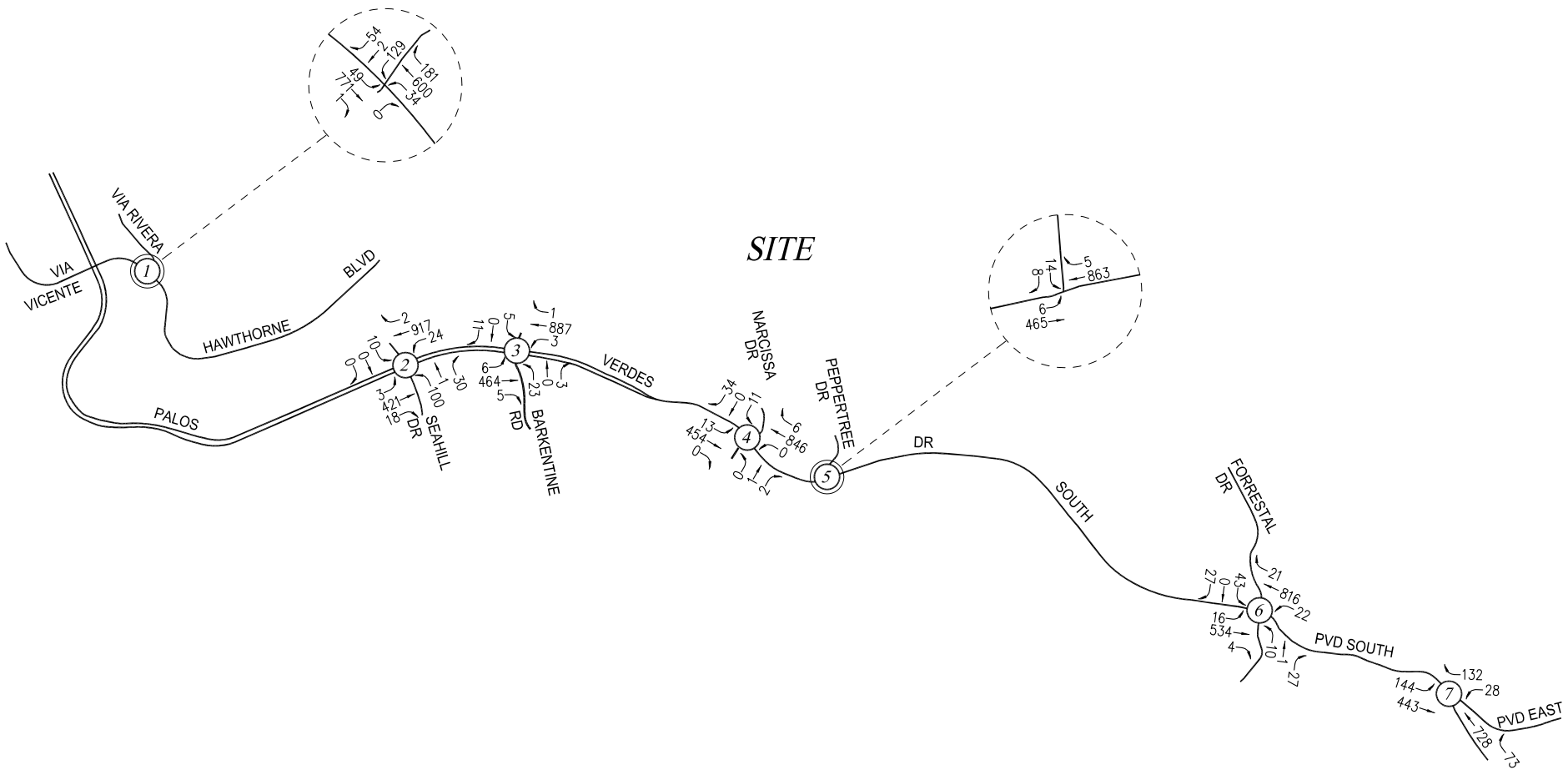
Level of Service	Pre-Project ICU	Project-Related Increase in V/C
C	>= 0.71 - 0.80	equal to or greater than 0.040
D	>= 0.81 - 0.90	equal to or greater than 0.020
E/F	>= 0.91	equal to or greater than 0.010

[c] For unsignalized intersections, the City of Rancho Palos Verdes has established the following thresholds of signficance:
- A significant impact would occur at an unsignalized intersection when the addition of project-generated trips causes the peak hour level of service of the intersection to change from acceptable operation (LOS D or better) to deficient operation (LOS E or F); or
- A significant impact would occur at an unsignalized intersection if the peak hour level of service of the intersection is LOS E or F and the addition of project-generated trips changes the delay by 2.0 seconds or more.

APPENDIX

TRAFFIC VOLUME FIGURES

INTERSECTION LEVELS OF SERVICE DATA WORKSHEETS



N

NOT TO SCALE

(X) = INTERSECTION NUMBER

FIGURE 6-6

YEAR 2020 FUTURE PRE-PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

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ZONE 2 LANDSLIDE MORATORIUM - PORTUGUESE BEND PROJECT

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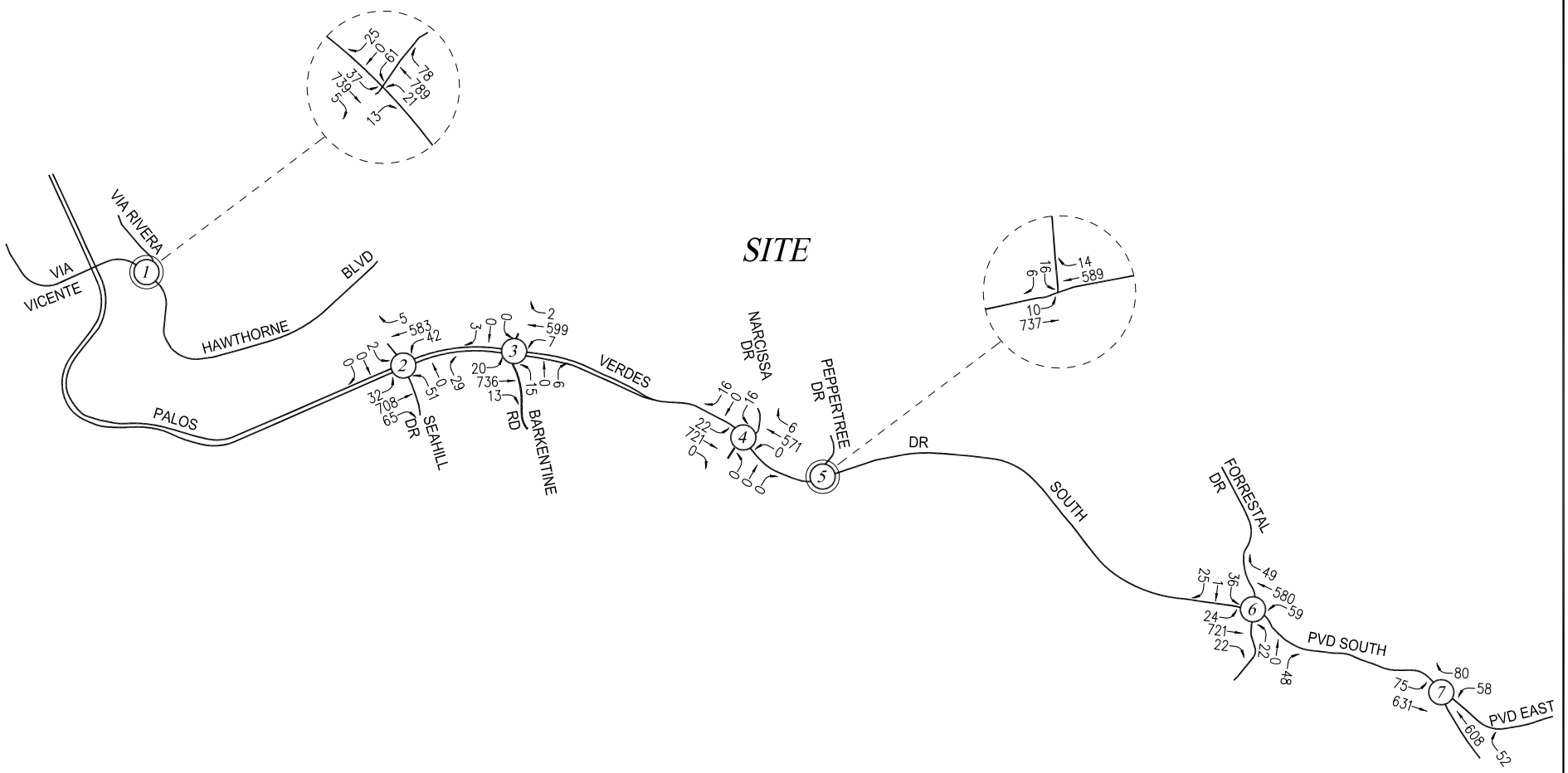


N

NOT TO SCALE

(X) = INTERSECTION NUMBER

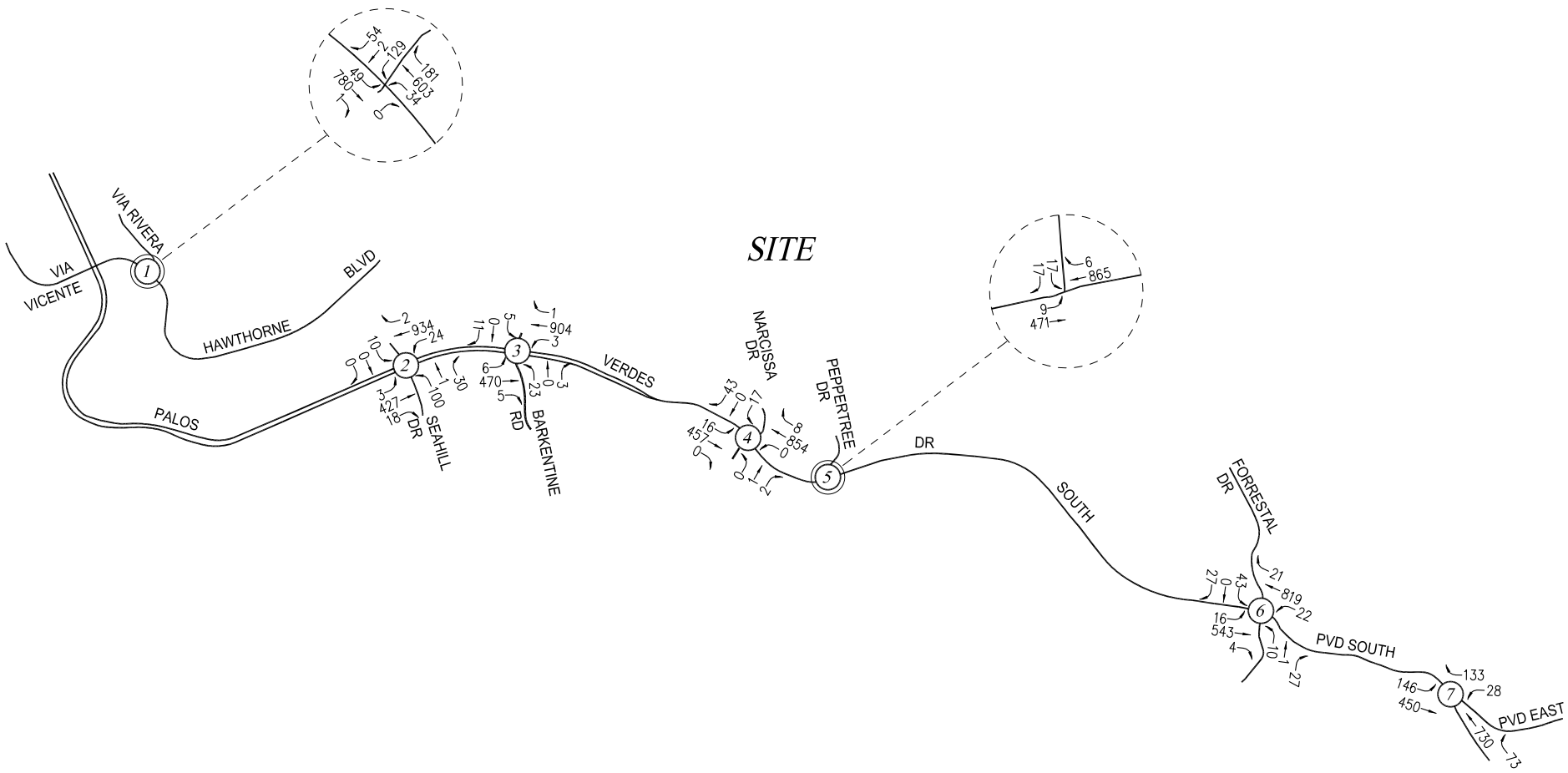
FIGURE 6-7

YEAR 2020 FUTURE PRE-PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

ZONE 2 LANDSLIDE MORATORIUM - PORTUGUESE BEND PROJECT



N

NOT TO SCALE

(X) = INTERSECTION NUMBER

FIGURE 6-8

YEAR 2020 FUTURE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

ZONE 2 LANDSLIDE MORATORIUM - PORTUGUESE BEND PROJECT

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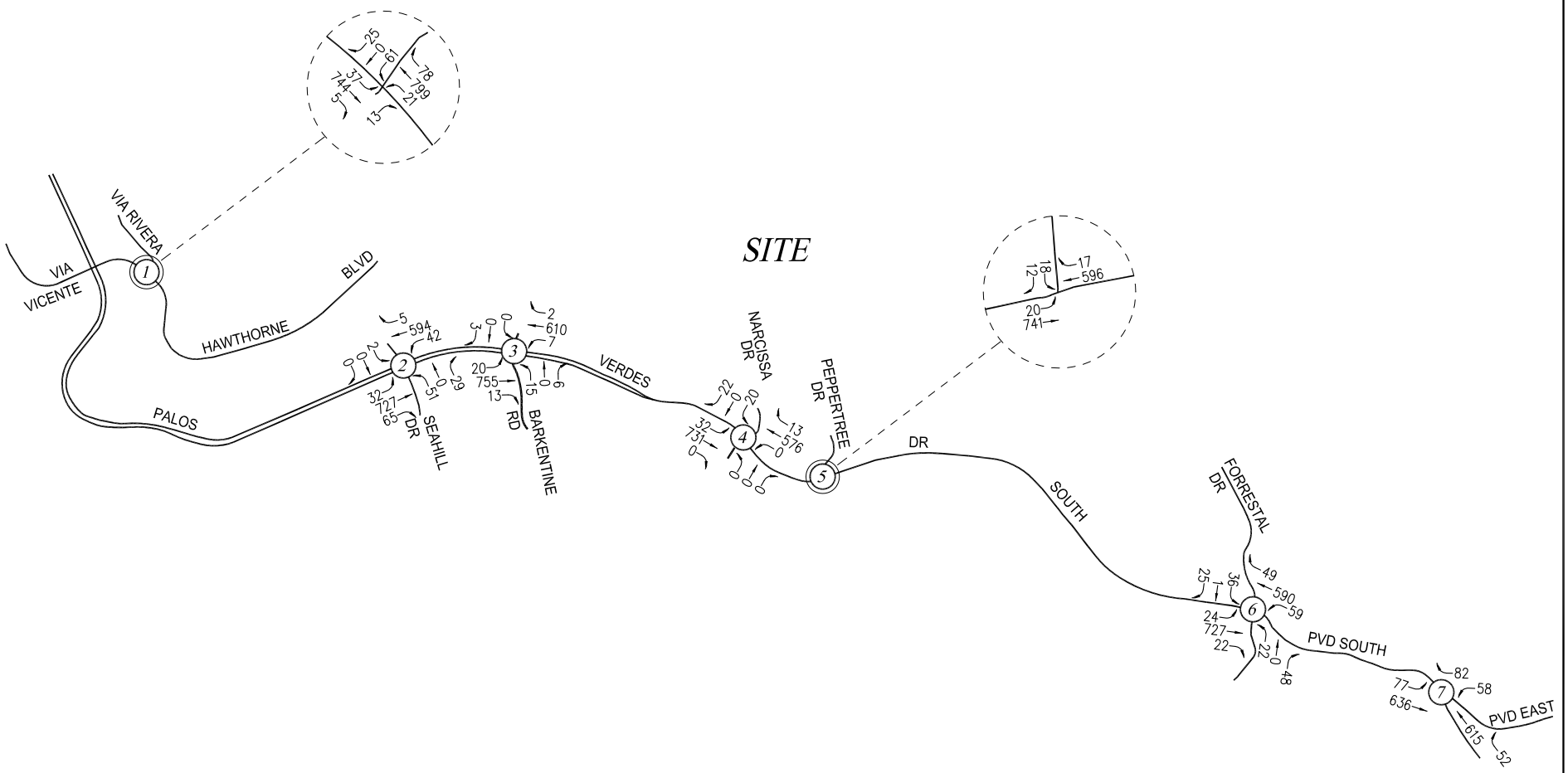

N

NOT TO SCALE

(X) = INTERSECTION NUMBER

FIGURE 6-9

YEAR 2020 FUTURE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

ZONE 2 LANDSLIDE MORATORIUM - PORTUGUESE BEND PROJECT

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Year 2020 With Related Projects Traffic Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Via Rivera/Hawthorne Boulevard

Average Delay (sec/veh): 12.9 Worst Case Level Of Service: F[122.8]

Street Name:	Via Rivera						Hawthorne Boulevard					
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 0 1! 0 0			1 0 1 1 0			1 0 2 0 1		
Volume Module:												
Base Vol:	0	0	0	122	2	51	46	641	1	32	429	171
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	129	2	54	49	679	1	34	455	181
Added Vol:	0	0	0	0	0	0	0	92	0	0	145	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	129	2	54	49	771	1	34	600	181
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	141	2	59	53	839	1	37	652	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	141	2	59	53	839	1	37	652	197
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	420	1251	1671	326	849	xxxx	xxxxx	840	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	588	167	97	676	798	xxxx	xxxxx	804	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	588	153	86	676	798	xxxx	xxxxx	804	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.00	0.92	0.03	0.09	0.07	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.8	xxxx	xxxxx	9.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	196	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	9.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	123	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			122.8			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

Year 2020 With Related Projects Traffic Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 Tramonto Drive-Seahill Drive/Palos Verdes Drive South

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: E[39.8]

Street Name:	Tramonto Drive-Seahill Drive						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 1 0	0 1		1 0	0 0 0		1 0	1 1 0		1 0	2 0 1	
Volume Module:												
Base Vol:	94	1	28	9	0	0	3	328	17	23	763	2
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	100	1	30	10	0	0	3	348	18	24	809	2
Added Vol:	0	0	0	0	0	0	0	73	0	0	108	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	1	30	10	0	0	3	421	18	24	917	2
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:	108	1	32	10	0	0	3	457	20	27	997	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	108	1	32	10	0	0	3	457	20	27	997	2
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	xxxx	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	xxxx	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1025	1526	238	1286	xxxx	xxxxx	999	xxxx	xxxxx	477	xxxx	xxxxx
Potent Cap.:	192	119	769	124	xxxx	xxxxx	701	xxxx	xxxxx	1096	xxxx	xxxxx
Move Cap.:	188	115	769	115	xxxx	xxxxx	701	xxxx	xxxxx	1096	xxxx	xxxxx
Volume/Cap:	0.58	0.01	0.04	0.09	xxxx	xxxx	0.00	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	0.3	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	9.9	39.4	xxxx	xxxxx	10.2	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	*	*	A	E	*	*	B	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	186	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	3.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	48.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	E	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	39.8			39.4			xxxxxx			xxxxxx		
ApproachLOS:	E			E			*			*		

Note: Queue reported is the number of cars per lane.

Year 2020 With Related Projects Traffic Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 Barkentine Road/Palos Verdes Drive South

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: C[24.9]

Street Name:	Barkentine Road						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 1! 0 0			0 0 1! 0 0			1 0 1 1 0			1 0 2 0 1		
Volume Module:												
Base Vol:	22	0	3	5	0	10	6	369	5	3	735	1
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	23	0	3	5	0	11	6	391	5	3	779	1
Added Vol:	0	0	0	0	0	0	0	73	0	0	108	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	0	3	5	0	11	6	464	5	3	887	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:	25	0	3	6	0	12	7	505	6	3	964	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	25	0	3	6	0	12	7	505	6	3	964	1
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	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:	1010	1494	255	1237	1495	482	965	xxxx	xxxxx	510	xxxx	xxxxx
Potent Cap.:	197	124	750	134	124	536	721	xxxx	xxxxx	1065	xxxx	xxxxx
Move Cap.:	191	123	750	132	122	536	721	xxxx	xxxxx	1065	xxxx	xxxxx
Volume/Cap:	0.13	0.00	0.00	0.04	0.00	0.02	0.01	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.0	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	209	xxxxx	xxxx	266	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.5	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	24.9	xxxxx	xxxxx	19.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	C	*	*	*	*	*	*	*
ApproachDel:	24.9			19.5			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

Note: Queue reported is the number of cars per lane.

Year 2020 With Related Projects Traffic Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #48 Narcissa Drive/Palos Verdes Drive South

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: C[23.1]

Street Name:	Narcissa Drive						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 1 0			0 1 0 0 1			1 0 0 1 0			1 0 1 0 1		
Volume Module:												
Base Vol:	0	1	2	10	0	32	12	359	0	0	696	6
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	1	2	11	0	34	13	381	0	0	738	6
Added Vol:	0	0	0	0	0	0	0	73	0	0	108	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1	2	11	0	34	13	454	0	0	846	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	1	2	12	0	37	14	493	0	0	919	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1	2	12	0	37	14	493	0	0	919	7
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	1447	493	1442	1440	919	926	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	133	580	111	134	331	746	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	130	580	109	132	331	746	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	0.01	0.00	0.11	0.00	0.11	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.4	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	17.2	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	C	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	270	109	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.0	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	18.5	42.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	C	E	*	*	*	*	*	*	*	*
ApproachDel:	18.5			23.1			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

Note: Queue reported is the number of cars per lane.

Year 2020 With Related Projects Traffic Conditions
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #74 Peppertree Drive/Palos Verdes Drive South

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: D[26.7]

Street Name:	Peppertree Drive						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	13	0	8	6	370	0	0	712	5
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	14	0	8	6	392	0	0	755	5
Added Vol:	0	0	0	0	0	0	0	73	0	0	108	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	14	0	8	6	465	0	0	863	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:	0	0	0	15	0	9	7	506	0	0	938	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	15	0	9	7	506	0	0	938	6
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	1457	xxxx	938	944	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	144	xxxx	323	735	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	143	xxxx	323	735	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.10	xxxx	0.03	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	0.1	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	33.1	xxxx	16.5	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	D	*	C	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			26.7			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

Note: Queue reported is the number of cars per lane.

Year 2020 With Related Projects Traffic Conditions
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Forrestal Drive/Palos Verdes Drive South

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: F[65.8]

Street Name:	Forrestal Drive						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:	3	1	1	41	0	25	15	438	2	12	676	20
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	3	1	1	43	0	27	16	464	2	13	717	21
Added Vol:	7	0	26	0	0	0	0	70	2	9	99	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	1	27	43	0	27	16	534	4	22	816	21
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	1	29	47	0	29	17	581	4	24	886	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	1	29	47	0	29	17	581	4	24	886	23
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:	1575	1572	581	1567	1553	886	910	xxxx	xxxxx	585	xxxx	xxxxx
Potent Cap.:	90	111	517	91	114	346	757	xxxx	xxxxx	999	xxxx	xxxxx
Move Cap.:	80	106	517	82	109	346	757	xxxx	xxxxx	999	xxxx	xxxxx
Volume/Cap:	0.14	0.01	0.06	0.57	0.00	0.08	0.02	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.5	xxxx	xxxxx	2.6	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	57.4	xxxx	xxxxx	96.0	xxxx	xxxxx	9.9	xxxx	xxxxx	8.7	xxxx	xxxxx
LOS by Move:	F	*	*	F	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	452	xxxx	xxxx	346	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.2	xxxxx	xxxx	0.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	13.5	xxxxx	xxxx	16.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	B	*	*	C	*	*	*	*	*	*
ApproachDel:	25.2			65.8			xxxxxx			xxxxxx		
ApproachLOS:	D			F			*			*		

Note: Queue reported is the number of cars per lane.

Year 2020 With Related Projects Traffic Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Palos Verdes Drive East/Palos Verdes Drive South

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: D[25.5]

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	16	0	119	126	336	0	0	591	40
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	17	0	126	134	356	0	0	626	42
Added Vol:	0	0	0	11	0	6	10	87	0	0	102	31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	28	0	132	144	443	0	0	728	73
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	30	0	144	156	482	0	0	792	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	30	0	144	156	482	0	0	792	80
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	1586	xxxx	792	872	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	120	xxxx	392	782	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	102	xxxx	392	782	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.30	xxxx	0.37	0.20	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.1	xxxx	1.6	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	54.7	xxxx	19.4	10.7	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			25.5			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

Note: Queue reported is the number of cars per lane.

Year 2020 With Related Projects Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Via Rivera/Hawthorne Boulevard

Average Delay (sec/veh): 4.8 Worst Case Level Of Service: F[89.5]

Street Name:	Via Rivera						Hawthorne Boulevard					
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 0 1! 0 0			1 0 1 1 0			1 0 2 0 1		
Volume Module:												
Base Vol:	0	0	12	58	0	24	35	512	5	20	563	74
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	13	61	0	25	37	543	5	21	597	78
Added Vol:	0	0	0	0	0	0	0	196	0	0	192	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	13	61	0	25	37	739	5	21	789	78
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	14	67	0	28	40	803	6	23	857	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	14	67	0	28	40	803	6	23	857	85
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	7.5	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	404	1386	1793	429	943	xxxx	xxxxx	809	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	601	104	82	580	736	xxxx	xxxxx	826	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	601	96	75	580	736	xxxx	xxxxx	826	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.02	0.70	0.00	0.05	0.05	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	11.1	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx	9.5	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	B	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	127	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	4.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	89.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	11.1			89.5			xxxxxx			xxxxxx		
ApproachLOS:	B			F			*			*		

Note: Queue reported is the number of cars per lane.

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PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 Tramonto Drive-Seahill Drive/Palos Verdes Drive South

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: E[43.8]

Street Name:	Tramonto Drive-Seahill Drive						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 1 0	0 1		1 0	0 0		1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	48	0	27	2	0	0	30	535	61	40	422	5
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	51	0	29	2	0	0	32	567	65	42	447	5
Added Vol:	0	0	0	0	0	0	0	141	0	0	136	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	0	29	2	0	0	32	708	65	42	583	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:	55	0	31	2	0	0	35	770	70	46	634	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	55	0	31	2	0	0	35	770	70	46	634	6
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	xxxx	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	xxxx	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1283	1606	420	1180	xxxx	xxxxx	640	xxxx	xxxxx	840	xxxx	xxxxx
Potent Cap.:	124	106	588	148	xxxx	xxxxx	954	xxxx	xxxxx	804	xxxx	xxxxx
Move Cap.:	116	97	588	130	xxxx	xxxxx	954	xxxx	xxxxx	804	xxxx	xxxxx
Volume/Cap:	0.48	0.00	0.05	0.02	xxxx	xxxx	0.04	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.2	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	11.5	33.1	xxxx	xxxxx	8.9	xxxx	xxxxx	9.8	xxxx	xxxxx
LOS by Move:	*	*	B	D	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	116	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	61.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	43.8			33.1			xxxxxx			xxxxxx		
ApproachLOS:	E			D			*			*		

Note: Queue reported is the number of cars per lane.

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PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 Barkentine Road/Palos Verdes Drive South

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: D[27.6]

Street Name:	Barkentine Road						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 1!	0 0		0 0 0 0	1		1 0 1	1 0		1 0 2	0 1	
Volume Module:												
Base Vol:	14	0	6	0	0	3	19	561	12	7	437	2
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	15	0	6	0	0	3	20	595	13	7	463	2
Added Vol:	0	0	0	0	0	0	0	141	0	0	136	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	0	6	0	0	3	20	736	13	7	599	2
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	0	7	0	0	3	22	800	14	8	651	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	0	7	0	0	3	22	800	14	8	651	2
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1192	1520	407	xxxx	xxxx	326	654	xxxx	xxxxx	813	xxxx	xxxxx
Potent Cap.:	145	120	599	xxxx	xxxx	676	943	xxxx	xxxxx	822	xxxx	xxxxx
Move Cap.:	141	116	599	xxxx	xxxx	676	943	xxxx	xxxxx	822	xxxx	xxxxx
Volume/Cap:	0.11	0.00	0.01	xxxx	xxxx	0.01	0.02	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.4	8.9	xxxx	xxxxx	9.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	183	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	27.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	*	*	*
ApproachDel:	27.6			10.4			xxxxxx			xxxxxx		
ApproachLOS:	D			B			*			*		

Note: Queue reported is the number of cars per lane.

Year 2020 With Related Projects Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #48 Narcissa Drive/Palos Verdes Drive South

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: C[23.2]

Street Name:	Narcissa Drive						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 1! 0 0			0 1 0 0 1			1 0 0 1 0			1 0 1 0 1		
Volume Module:												
Base Vol:	0	0	0	15	0	15	21	547	0	0	410	6
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	16	0	16	22	580	0	0	435	6
Added Vol:	0	0	0	0	0	0	0	141	0	0	136	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	16	0	16	22	721	0	0	571	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	0	0	17	0	17	24	784	0	0	620	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	17	0	17	24	784	0	0	620	7
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1464	1459	784	1452	1452	620	627	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	107	131	397	145	132	491	964	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	102	127	397	142	128	491	964	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.12	0.00	0.04	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.6	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	0	xxxxx	142	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	33.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	D	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			23.2			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #74 Peppertree Drive/Palos Verdes Drive South

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: D[27.7]

Street Name:	Peppertree Drive						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	15	0	6	9	562	0	0	427	13
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	16	0	6	10	596	0	0	453	14
Added Vol:	0	0	0	0	0	0	0	141	0	0	136	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	16	0	6	10	737	0	0	589	14
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	17	0	7	10	801	0	0	640	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	17	0	7	10	801	0	0	640	15
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	1461	xxxx	640	655	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	143	xxxx	479	942	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	142	xxxx	479	942	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.12	xxxx	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	0.0	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	33.8	xxxx	12.6	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	D	*	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			27.7			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Forrestal Drive/Palos Verdes Drive South

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: F[75.6]

Street Name:	Forrestal Drive						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:	17	0	29	34	1	24	23	557	13	27	425	46
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	18	0	31	36	1	25	24	590	14	29	451	49
Added Vol:	4	0	17	0	0	0	0	131	8	30	129	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	0	48	36	1	25	24	721	22	59	580	49
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	0	52	39	1	28	27	784	24	64	630	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	24	0	52	39	1	28	27	784	24	64	630	53
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:	1635	1647	784	1632	1618	630	683	xxxx	xxxxx	808	xxxx	xxxxx
Potent Cap.:	82	100	396	82	104	485	920	xxxx	xxxxx	826	xxxx	xxxxx
Move Cap.:	70	90	396	66	94	485	920	xxxx	xxxxx	826	xxxx	xxxxx
Volume/Cap:	0.34	0.00	0.13	0.60	0.01	0.06	0.03	xxxx	xxxx	0.08	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.3	xxxx	xxxxx	2.5	xxxx	xxxxx	0.1	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	80.8	xxxx	xxxxx	120.6	xxxx	xxxxx	9.0	xxxx	xxxxx	9.7	xxxx	xxxxx
LOS by Move:	F	*	*	F	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	396	xxxx	xxxx	416	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.4	xxxxx	xxxx	0.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	15.4	xxxxx	xxxx	14.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	C	*	*	B	*	*	*	*	*	*
ApproachDel:	36.1			75.6			xxxxxx			xxxxxx		
ApproachLOS:	E			F			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Palos Verdes Drive East/Palos Verdes Drive South

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: D[33.8]

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			36	0	66			61	466	0			0	432	31		
Growth Adj:	1.06	1.06	1.06			1.06	1.06	1.06			1.06	1.06	1.06			1.06	1.06	1.06		
Initial Bse:	0	0	0			38	0	70			65	494	0			0	458	33		
Added Vol:	0	0	0			20	0	10			10	137	0			0	150	19		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	0			58	0	80			75	631	0			0	608	52		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	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			63	0	87			81	686	0			0	661	56		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	0			63	0	87			81	686	0			0	661	56		
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			1509	xxxx	661			717	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx			134	xxxx	466			893	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx			125	xxxx	466			893	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx			0.51	xxxx	0.19			0.09	xxxx	xxxx		xxxx	xxxx	xxxx			
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			2.4	xxxx	0.7			0.3	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx			60.3	xxxx	14.5			9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*			F	*	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					33.8					xxxxxx					xxxxxx				
ApproachLOS:	*					D					*					*				

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Via Rivera/Hawthorne Boulevard

Average Delay (sec/veh): 13.3 Worst Case Level Of Service: F[127.1]

Street Name:	Via Rivera						Hawthorne Boulevard					
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 0	1! 0	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	122	2	51	46	641	1	32	429	171
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	129	2	54	49	679	1	34	455	181
Added Vol:	0	0	0	0	0	0	0	101	0	0	148	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	129	2	54	49	780	1	34	603	181
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	141	2	59	53	848	1	37	655	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	141	2	59	53	848	1	37	655	197
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	425	1259	1684	328	852	xxxx	xxxxx	849	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	584	165	95	674	795	xxxx	xxxxx	797	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	584	151	85	674	795	xxxx	xxxxx	797	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.00	0.93	0.03	0.09	0.07	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.8	xxxx	xxxxx	9.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	193	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	9.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	127	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			127.1			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 Tramonto Drive-Seahill Drive/Palos Verdes Drive South

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: E[41.7]

Street Name:	Tramonto Drive-Seahill Drive						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 1 0	0 1		1 0	0 0 0		1 0	1 1 0		1 0	2 0 1	
Volume Module:												
Base Vol:	94	1	28	9	0	0	3	328	17	23	763	2
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	100	1	30	10	0	0	3	348	18	24	809	2
Added Vol:	0	0	0	0	0	0	0	79	0	0	125	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	1	30	10	0	0	3	427	18	24	934	2
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:	108	1	32	10	0	0	3	464	20	27	1015	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	108	1	32	10	0	0	3	464	20	27	1015	2
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	xxxx	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	xxxx	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1041	1551	242	1307	xxxx	xxxxx	1017	xxxx	xxxxx	483	xxxx	xxxxx
Potent Cap.:	187	115	765	119	xxxx	xxxxx	690	xxxx	xxxxx	1090	xxxx	xxxxx
Move Cap.:	183	111	765	111	xxxx	xxxxx	690	xxxx	xxxxx	1090	xxxx	xxxxx
Volume/Cap:	0.59	0.01	0.04	0.09	xxxx	xxxx	0.01	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	0.3	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	9.9	40.8	xxxx	xxxxx	10.2	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	*	*	A	E	*	*	B	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	182	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	3.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	51.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	41.7			40.8			xxxxxx			xxxxxx		
ApproachLOS:	E			E			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 Barkentine Road/Palos Verdes Drive South

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: D[25.5]

Street Name:	Barkentine Road						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 1! 0 0			0 0 1! 0 0			1 0 1 1 0			1 0 2 0 1		
Volume Module:												
Base Vol:	22	0	3	5	0	10	6	369	5	3	735	1
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	23	0	3	5	0	11	6	391	5	3	779	1
Added Vol:	0	0	0	0	0	0	0	79	0	0	125	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	0	3	5	0	11	6	470	5	3	904	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:	25	0	3	6	0	12	7	511	6	3	983	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	25	0	3	6	0	12	7	511	6	3	983	1
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	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:	1026	1519	258	1259	1520	491	984	xxxx	xxxxx	517	xxxx	xxxxx
Potent Cap.:	192	120	747	129	120	528	710	xxxx	xxxxx	1059	xxxx	xxxxx
Move Cap.:	186	119	747	128	118	528	710	xxxx	xxxxx	1059	xxxx	xxxxx
Volume/Cap:	0.14	0.00	0.00	0.05	0.00	0.02	0.01	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.1	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	204	xxxxx	xxxx	258	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.5	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	25.5	xxxxx	xxxxx	19.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	C	*	*	*	*	*	*	*
ApproachDel:	25.5			19.9			xxxxxx			xxxxxx		
ApproachLOS:	D			C			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #48 Narcissa Drive/Palos Verdes Drive South

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: D[25.7]

Street Name:	Narcissa Drive						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 1 0			0 1 0 0 1			1 0 0 1 0			1 0 1 0 1		
Volume Module:												
Base Vol:	0	1	2	10	0	32	12	359	0	0	696	6
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	1	2	11	0	34	13	381	0	0	738	6
Added Vol:	0	0	0	6	0	9	3	76	0	0	116	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1	2	17	0	43	16	457	0	0	854	8
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	1	2	18	0	47	17	496	0	0	928	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1	2	18	0	47	17	496	0	0	928	9
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	1468	496	1460	1458	928	937	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	129	578	108	131	328	739	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	126	578	105	128	328	739	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	0.01	0.00	0.17	0.00	0.14	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.5	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	17.8	10.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	C	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	263	105	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.0	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	18.9	46.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	C	E	*	*	*	*	*	*	*	*
ApproachDel:	18.9			25.7			xxxxxx			xxxxxx		
ApproachLOS:	C			D			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #74 Peppertree Drive/Palos Verdes Drive South

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: D[25.6]

Street Name:	Peppertree Drive						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	13	0	8	6	370	0	0	712	5
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	14	0	8	6	392	0	0	755	5
Added Vol:	0	0	0	3	0	9	3	79	0	0	110	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	17	0	17	9	471	0	0	865	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	0	0	18	0	19	10	512	0	0	940	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	18	0	19	10	512	0	0	940	7
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	1472	xxxx	940	947	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	141	xxxx	322	733	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	140	xxxx	322	733	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.13	xxxx	0.06	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	0.2	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	34.6	xxxx	16.9	10.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	D	*	C	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			25.6			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Forrestal Drive/Palos Verdes Drive South

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: F[68.2]

Street Name:	Forrestal Drive									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:	3	1	1			41	0	25			15	438	2			12	676	20		
Growth Adj:	1.06	1.06	1.06			1.06	1.06	1.06			1.06	1.06	1.06			1.06	1.06	1.06		
Initial Bse:	3	1	1			43	0	27			16	464	2			13	717	21		
Added Vol:	7	0	26			0	0	0			0	79	2			9	102	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	10	1	27			43	0	27			16	543	4			22	819	21		
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	1	29			47	0	29			17	591	4			24	890	23		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	11	1	29			47	0	29			17	591	4			24	890	23		
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:	1588	1585	591			1580	1567	890			913	xxxx	xxxxx			595	xxxx	xxxxx		
Potent Cap.:	88	109	511			89	112	345			755	xxxx	xxxxx			991	xxxx	xxxxx		
Move Cap.:	78	104	511			81	107	345			755	xxxx	xxxxx			991	xxxx	xxxxx		
Volume/Cap:	0.14	0.01	0.06			0.59	0.00	0.08			0.02	xxxx	xxxx			0.02	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	0.5	xxxx	xxxxx			2.6	xxxx	xxxxx			0.1	xxxx	xxxxx			0.1	xxxx	xxxxx		
Control Del:	58.7	xxxx	xxxxx			99.7	xxxx	xxxxx			9.9	xxxx	xxxxx			8.7	xxxx	xxxxx		
LOS by Move:	F	*	*			F	*	*			A	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	445			xxxx	xxxx	345			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	0.2			xxxxx	xxxx	0.3			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	13.7			xxxxx	xxxx	16.4			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	B			*	*	C			*	*	*			*	*	*		
ApproachDel:	25.6					68.2					xxxxxx					xxxxxx				
ApproachLOS:	D					F					*					*				

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Palos Verdes Drive East/Palos Verdes Drive South

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: D[25.9]

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	16	0	119	126	336	0	0	591	40
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	17	0	126	134	356	0	0	626	42
Added Vol:	0	0	0	11	0	7	12	94	0	0	104	31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	28	0	133	146	450	0	0	730	73
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	30	0	145	158	489	0	0	794	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	30	0	145	158	489	0	0	794	80
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	1600	xxxx	794	874	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	118	xxxx	391	781	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	100	xxxx	391	781	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.31	xxxx	0.37	0.20	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.2	xxxx	1.7	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	56.3	xxxx	19.5	10.8	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			25.9			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Via Rivera/Hawthorne Boulevard

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: F[94.1]

Street Name:	Via Rivera						Hawthorne Boulevard					
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 0 1! 0 0			1 0 1 1 0			1 0 2 0 1		
Volume Module:												
Base Vol:	0	0	12	58	0	24	35	512	5	20	563	74
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	13	61	0	25	37	543	5	21	597	78
Added Vol:	0	0	0	0	0	0	0	201	0	0	202	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	13	61	0	25	37	744	5	21	799	78
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	14	67	0	28	40	808	6	23	868	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	14	67	0	28	40	808	6	23	868	85
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	7.5	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	407	1399	1809	434	954	xxxx	xxxxx	814	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	599	102	80	575	729	xxxx	xxxxx	822	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	599	93	73	575	729	xxxx	xxxxx	822	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.02	0.72	0.00	0.05	0.06	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	11.2	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx	9.5	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	B	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	124	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	4.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	94.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	11.2			94.1			xxxxxx			xxxxxx		
ApproachLOS:	B			F			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 Tramonto Drive-Seahill Drive/Palos Verdes Drive South

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: E[46.8]

Street Name:	Tramonto Drive-Seahill Drive						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 1 0	0 1		1 0	0 0	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	48	0	27	2	0	0	30	535	61	40	422	5
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	51	0	29	2	0	0	32	567	65	42	447	5
Added Vol:	0	0	0	0	0	0	0	160	0	0	147	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	0	29	2	0	0	32	727	65	42	594	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:	55	0	31	2	0	0	35	790	70	46	646	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	55	0	31	2	0	0	35	790	70	46	646	6
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	xxxx	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	xxxx	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1310	1639	430	1202	xxxx	xxxxx	652	xxxx	xxxxx	861	xxxx	xxxxx
Potent Cap.:	119	101	579	142	xxxx	xxxxx	944	xxxx	xxxxx	790	xxxx	xxxxx
Move Cap.:	110	92	579	125	xxxx	xxxxx	944	xxxx	xxxxx	790	xxxx	xxxxx
Volume/Cap:	0.50	0.00	0.05	0.02	xxxx	xxxx	0.04	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.2	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	11.6	34.3	xxxx	xxxxx	9.0	xxxx	xxxxx	9.8	xxxx	xxxxx
LOS by Move:	*	*	B	D	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	110	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	2.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	66.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	46.8			34.3			xxxxxx			xxxxxx		
ApproachLOS:	E			D			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 Barkentine Road/Palos Verdes Drive South

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: D[28.7]

Street Name:	Barkentine Road						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 1! 0 0			0 0 0 0 1			1 0 1 1 0			1 0 2 0 1		
Volume Module:												
Base Vol:	14	0	6	0	0	3	19	561	12	7	437	2
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	15	0	6	0	0	3	20	595	13	7	463	2
Added Vol:	0	0	0	0	0	0	0	160	0	0	147	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	0	6	0	0	3	20	755	13	7	610	2
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	0	7	0	0	3	22	820	14	8	663	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	0	7	0	0	3	22	820	14	8	663	2
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1219	1553	417	xxxx	xxxx	332	666	xxxx	xxxxx	834	xxxx	xxxxx
Potent Cap.:	139	114	590	xxxx	xxxx	670	933	xxxx	xxxxx	808	xxxx	xxxxx
Move Cap.:	134	111	590	xxxx	xxxx	670	933	xxxx	xxxxx	808	xxxx	xxxxx
Volume/Cap:	0.12	0.00	0.01	xxxx	xxxx	0.01	0.02	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.4	9.0	xxxx	xxxxx	9.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	175	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	28.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	*	*	*
ApproachDel:	28.7			10.4			xxxxxx			xxxxxx		
ApproachLOS:	D			B			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #48 Narcissa Drive/Palos Verdes Drive South

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: C[24.3]

Street Name:	Narcissa Drive						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 1! 0 0			0 1 0 0 1			1 0 0 1 0			1 0 1 0 1		
Volume Module:												
Base Vol:	0	0	0	15	0	15	21	547	0	0	410	6
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	16	0	16	22	580	0	0	435	6
Added Vol:	0	0	0	4	0	6	10	151	0	0	141	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	22	32	731	0	0	576	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:	0	0	0	22	0	24	35	794	0	0	626	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	22	0	24	35	794	0	0	626	15
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1509	1505	794	1490	1490	626	640	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	100	122	391	138	125	488	954	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	92	118	391	134	120	488	954	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.16	0.00	0.05	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.8	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	0	xxxxx	134	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	37.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	E	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			24.3			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #74 Peppertree Drive/Palos Verdes Drive South

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: D[26.7]

Street Name:	Peppertree Drive						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	15	0	6	9	562	0	0	427	13
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	16	0	6	10	596	0	0	453	14
Added Vol:	0	0	0	2	0	6	10	145	0	0	143	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	18	0	12	20	741	0	0	596	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:	0	0	0	19	0	13	21	805	0	0	647	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	19	0	13	21	805	0	0	647	18
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	1495	xxxx	647	666	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	137	xxxx	474	933	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	134	xxxx	474	933	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.14	xxxx	0.03	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.5	xxxx	0.1	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	36.3	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			26.7			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Forrestal Drive/Palos Verdes Drive South

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: F[79.3]

Street Name:	Forrestal Drive									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:	17	0	29			34	1	24			23	557	13			27	425	46		
Growth Adj:	1.06	1.06	1.06			1.06	1.06	1.06			1.06	1.06	1.06			1.06	1.06	1.06		
Initial Bse:	18	0	31			36	1	25			24	590	14			29	451	49		
Added Vol:	4	0	17			0	0	0			0	137	8			30	139	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	22	0	48			36	1	25			24	727	22			59	590	49		
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	0	52			39	1	28			27	791	24			64	641	53		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	24	0	52			39	1	28			27	791	24			64	641	53		
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:	1653	1665	791			1650	1636	641			694	xxxx	xxxxx			814	xxxx	xxxxx		
Potent Cap.:	79	98	393			80	102	478			911	xxxx	xxxxx			822	xxxx	xxxxx		
Move Cap.:	68	88	393			64	91	478			911	xxxx	xxxxx			822	xxxx	xxxxx		
Volume/Cap:	0.35	0.00	0.13			0.61	0.01	0.06			0.03	xxxx	xxxx			0.08	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	1.3	xxxx	xxxxx			2.6	xxxx	xxxxx			0.1	xxxx	xxxxx			0.3	xxxx	xxxxx		
Control Del:	84.0	xxxx	xxxxx			127.0	xxxx	xxxxx			9.1	xxxx	xxxxx			9.7	xxxx	xxxxx		
LOS by Move:	F	*	*			F	*	*			A	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	393			xxxx	xxxx	409			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	0.5			xxxxx	xxxx	0.2			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	15.6			xxxxx	xxxx	14.5			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	C			*	*	B			*	*	*			*	*	*		
ApproachDel:	37.2					79.3					xxxxxx					xxxxxx				
ApproachLOS:	E					F					*					*				

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Palos Verdes Drive East/Palos Verdes Drive South

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: D[34.7]

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	36	0	66	61	466	0	0	432	31
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	38	0	70	65	494	0	0	458	33
Added Vol:	0	0	0	20	0	12	12	142	0	0	157	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	58	0	82	77	636	0	0	615	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	63	0	89	83	691	0	0	668	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	63	0	89	83	691	0	0	668	56
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	1526	xxxx	668	725	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	131	xxxx	461	887	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	121	xxxx	461	887	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.52	xxxx	0.19	0.09	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	2.4	xxxx	0.7	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	63.1	xxxx	14.7	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	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			34.7			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

Note: Queue reported is the number of cars per lane.

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AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Via Rivera/Hawthorne Boulevard

Average Delay (sec/veh): 8.8 Worst Case Level Of Service: F[83.0]

Street Name:	Via Rivera						Hawthorne Boulevard					
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			1 0 0 1 0			1 0 1 1 0			1 0 2 0 1		
Volume Module:												
Base Vol:	0	0	0	122	2	51	46	641	1	32	429	171
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	129	2	54	49	679	1	34	455	181
Added Vol:	0	0	0	0	0	0	0	101	0	0	148	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	129	2	54	49	780	1	34	603	181
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	141	2	59	53	848	1	37	655	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	141	2	59	53	848	1	37	655	197
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	425	1259	1684	328	852	xxxx	xxxxx	849	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	584	165	95	674	795	xxxx	xxxxx	797	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	584	151	85	674	795	xxxx	xxxxx	797	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.00	0.93	0.03	0.09	0.07	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	6.6	xxxx	xxxxx	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	113.5	xxxx	xxxxx	9.8	xxxx	xxxxx	9.7	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	534	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	B	*	*	*	*	*	*
ApproachDel:	xxxxxx			83.0			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Via Rivera/Hawthorne Boulevard

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: F[79.7]

Street Name:	Via Rivera						Hawthorne Boulevard					
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			1 0 0 1 0			1 0 1 1 0			1 0 2 0 1		
Volume Module:												
Base Vol:	0	0	12	58	0	24	35	512	5	20	563	74
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	13	61	0	25	37	543	5	21	597	78
Added Vol:	0	0	0	0	0	0	0	201	0	0	202	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	13	61	0	25	37	744	5	21	799	78
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	14	67	0	28	40	808	6	23	868	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	14	67	0	28	40	808	6	23	868	85
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	7.5	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	407	1399	1809	434	954	xxxx	xxxxx	814	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	599	102	80	575	729	xxxx	xxxxx	822	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	599	93	73	575	729	xxxx	xxxxx	822	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.02	0.72	0.00	0.05	0.06	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	3.6	xxxx	xxxxx	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	11.2	107.9	xxxx	xxxxx	10.2	xxxx	xxxxx	9.5	xxxx	xxxxx
LOS by Move:	*	*	B	F	*	*	B	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	575	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	B	*	*	*	*	*	*
ApproachDel:	11.2			79.7			xxxxxx			xxxxxx		
ApproachLOS:	B			F			*			*		

Note: Queue reported is the number of cars per lane.

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*FSB*	Intersection	*Int #2:PVDS/Tramonto-Seahill*
Agency/Co.	*LLG Engineers*	Jurisdiction	*City of Rancho Palos Verdes*
Date Performed	*08/14/12*	Analysis Year	*Future With Project*
Analysis Time Period	*AM Peak Hour*		

Project Description	*Zone 2 - Portuguese Bend Project/1-10-3845-1*
East/West Street: *Palos Verdes Drive South*	North/South Street: *Tramonto Drive-Seahill Drive*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*3*	*427*	*18*	*24*	*934*	*2*
Peak-Hour Factor, PHF	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*
Hourly Flow Rate, HFR (veh/h)	*3*	*464*	*19*	*26*	*1015*	*2*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*1*	*2*	*0*	*1*	*2*	*1*
Configuration	*L*	*T*	*TR*	*L*	*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*100*	*1*	*30*	*10*	*0*	*0*
Peak-Hour Factor, PHF	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*
Hourly Flow Rate, HFR (veh/h)	*108*	*1*	*32*	*10*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*		*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*	*LT*		*R*		*LTR*	
v (veh/h)	*3*	*26*	*109*		*32*		*10*	
C (m) (veh/h)	*690*	*1090*	*312*		*802*		*195*	
v/c	*0.00*	*0.02*	*0.35*		*0.04*		*0.05*	
95% queue length	*0.01*	*0.07*	*1.52*		*0.12*		*0.16*	
Control Delay (s/veh)	*10.2*	*8.4*	*22.6*		*9.7*		*24.5*	
LOS	*B*	*A*	*C*		*A*		*C*	
Approach Delay (s/veh)	--	--	*19.7*			*24.5*		
Approach LOS	--	--	*C*			*C*		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*FSB*	Intersection	*Int #2:PVDS/Tramonto-Seahill*
Agency/Co.	*LLG Engineers*	Jurisdiction	*City of Rancho Palos Verdes*
Date Performed	*08/14/12*	Analysis Year	*Future With Project*
Analysis Time Period	*PM Peak Hour*		

Project Description	*Zone 2 - Portuguese Bend Project/1-10-3845-1*
East/West Street: *Palos Verdes Drive South*	North/South Street: *Tramonto Drive-Seahill Drive*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*32*	*727*	*65*	*42*	*594*	*5*
Peak-Hour Factor, PHF	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*
Hourly Flow Rate, HFR (veh/h)	*34*	*790*	*70*	*45*	*645*	*5*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*1*	*2*	*0*	*1*	*2*	*1*
Configuration	*L*	*T*	*TR*	*L*	*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*51*	*0*	*29*	*2*	*0*	*0*
Peak-Hour Factor, PHF	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*
Hourly Flow Rate, HFR (veh/h)	*55*	*0*	*31*	*2*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*		*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*	*LT*		*R*		*LTR*	
v (veh/h)	*34*	*45*	*55*		*31*		*2*	
C (m) (veh/h)	*946*	*790*	*218*		*629*		*242*	
v/c	*0.04*	*0.06*	*0.25*		*0.05*		*0.01*	
95% queue length	*0.11*	*0.18*	*0.97*		*0.16*		*0.02*	
Control Delay (s/veh)	*8.9*	*9.8*	*27.0*		*11.0*		*20.0*	
LOS	*A*	*A*	*D*		*B*		*C*	
Approach Delay (s/veh)	--	--	*21.2*			*20.0*		
Approach LOS	--	--	*C*			*C*		

Year 2020 With Related Projects Traffic Conditions
AM Peak Hour

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

Intersection #15 Forrestal Drive/Palos Verdes Drive South

Cycle (sec):	100	Critical Vol./Cap.(X):	0.713
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Street Name:	Forrestal Drive						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:	3	1	1	41	0	25	15	438	2	12	676	20
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	3	1	1	43	0	27	16	464	2	13	717	21
Added Vol:	7	0	26	0	0	0	0	70	2	9	99	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	1	27	43	0	27	16	534	4	22	816	21
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	1	29	47	0	29	17	581	4	24	886	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1	29	47	0	29	17	581	4	24	886	23
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	1	29	47	0	29	17	581	4	24	886	23
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	0.04	0.96	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	60	1540	1600	0	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.03	0.00	0.02	0.01	0.36	0.00	0.01	0.55	0.01
Crit Moves:	****			****			****				****	

Year 2020 With Related Projects Traffic Conditions
PM Peak Hour

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

Intersection #15 Forrestal Drive/Palos Verdes Drive South

Cycle (sec):	100	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Forrestal Drive						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:	17	0	29	34	1	24	23	557	13	27	425	46
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	18	0	31	36	1	25	24	590	14	29	451	49
Added Vol:	4	0	17	0	0	0	0	131	8	30	129	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	0	48	36	1	25	24	721	22	59	580	49
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	0	52	39	1	28	27	784	24	64	630	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	0	52	39	1	28	27	784	24	64	630	53
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	0	52	39	1	28	27	784	24	64	630	53
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	0.04	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	0	1600	1600	64	1536	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.03	0.02	0.02	0.02	0.02	0.49	0.01	0.04	0.39	0.03
Crit Moves:			****	****				****		****		

LINSCOTT
LAW &
GREENSPAN
engineers

TRAFFIC IMPACT STUDY

ZONE 2 LANDSLIDE MORATORIUM - PORTUGUESE BEND PROJECT

City of Rancho Palos Verdes, California
April 12, 2011

Prepared for:

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LLG Ref. 1-10-3845-1

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TRAFFIC IMPACT STUDY
ZONE 2 LANDSLIDE MORATORIUM - PORTUGUESE BEND PROJECT

City of Rancho Palos Verdes, California
April 12, 2011

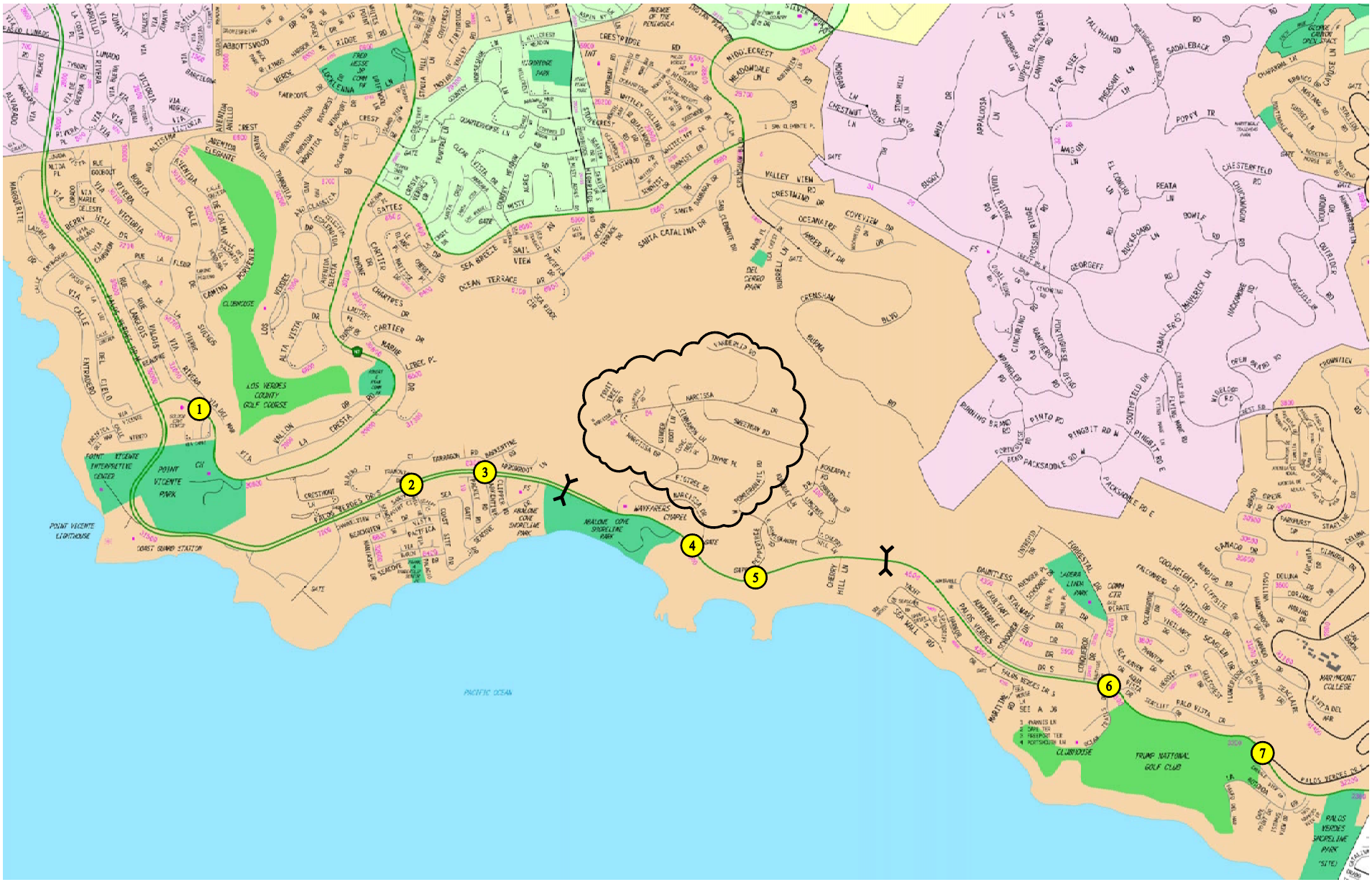
1.0 INTRODUCTION

This traffic impact study addresses the potential traffic impacts and parking requirements associated with the proposed Zone 2 Landslide Moratorium project. The proposed project is located in the Portuguese Bend area of the City of Rancho Palos Verdes, California. The City of Rancho Palos Verdes is considering revisions to its Landslide Moratorium Ordinance that would facilitate the future development of single-family residences on undeveloped lots within a portion of the City's Portuguese Bend community (i.e., Zone 2). The proposed Zone 2 Landslide Moratorium - Portuguese Bend project site area and general vicinity are shown in ***Figure 1-1***.

This report documents the findings and recommendations of a traffic impact analysis prepared by Linscott, Law & Greenspan, Engineers and summarizes the potential traffic impacts associated with the proposed project. The traffic analysis evaluates the existing operating conditions at seven key study intersections within the project vicinity, estimates the trip generation potential of the proposed project, and forecasts future operating conditions without and with the proposed project. Where necessary, intersection improvements and/or mitigation measures are identified. This report has been prepared in consultation with City of Rancho Palos Verdes Public Works Department staff and presents findings for future year operating conditions (Year 2020) pursuant to the requirements of City staff.

This traffic report satisfies the traffic impact study requirements of the City of Rancho Palos Verdes and is consistent with the *2010 Congestion Management Program for Los Angeles County*[1]. The specific parameters for this traffic study were developed in conjunction with City of Rancho Palos Verdes Public Works Department staff. The project site has been visited and observed and the adjacent area roadways, intersections, and existing parking conditions have been inventoried. Existing peak hour traffic information has been collected at the seven study intersections on a typical weekday (i.e., Tuesday, Wednesday, or Thursday) for use in the preparation of intersection Level of Service calculations. Information concerning cumulative projects (planned and/or approved) in the vicinity of the proposed project has been researched at the Cities of Rancho Palos Verdes, Palos Verdes Estates, Rolling Hills, Rolling Hills Estates, and Los Angeles, as well as other traffic studies prepared for projects in the vicinity. Based on this research, 34 related projects are planned in the project study area. These 34 planned and/or approved related projects were therefore considered in the cumulative traffic analysis for this project.

[1] *2010 Congestion Management Program for Los Angeles County*, Los Angeles County Metropolitan Transportation Authority, October 2010.



N

NOT TO SCALE

MAP SOURCE: THOMAS BROS. GUIDE

XX STUDY INTERSECTION

STUDY STREET SEGMENT

PROJECT AREA

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 1-1
VICINITY MAP

ZONE 2 LANDSLIDE MORATORIUM - PORTUGUESE BEND PROJECT

This traffic report analyzes existing and future weekday AM and PM peak hour traffic conditions for future-term (Year 2020) traffic settings upon completion of the proposed Zone 2 Landslide Moratorium - Portuguese Bend project. Peak hour traffic forecasts for the future horizon years have been projected by increasing existing traffic volumes by an annual growth rate of 0.6 percent (0.6%) per year and adding traffic volumes expected to be generated by the 34 related projects.

1.1 Study Area

Seven study intersections have been identified for evaluation during the weekday morning and afternoon peak hour conditions based upon coordination with City of Rancho Palos Verdes Public Works Department staff. The seven study intersections provide local access to the study area and define the extent of the boundaries for this traffic impact analysis. Further discussion of the existing street system and study area is provided in Section 4.0 herein.

The general location of the project in relation to the study locations and surrounding street system is presented in *Figure 1-1*. The traffic analysis study area is generally comprised of those locations which have the greatest potential to experience significant traffic impacts due to the proposed project as defined by the Lead Agency. In the traffic engineering practice, the study area generally includes those intersections that are:

a. Immediately adjacent or in close proximity to the project site;

b. In the vicinity of the project site that are documented to have current or projected future adverse operational issues; and

c. In the vicinity of the project site that are forecast to experience a relatively greater percentage of project-related vehicular turning movements (e.g., at freeway ramp intersections).

The locations selected for analysis were based on the above criteria, forecast project peak hour vehicle trip generation, anticipated distribution of project vehicle trips and existing intersection/corridor operations. The seven intersections listed below provide local access to the study area and define the extent of the boundaries for this traffic impact investigation.

1. Hawthorne Boulevard/Via Rivera

2. Tramonto Drive-Seahill Drive/Palos Verdes Drive South

3. Barkentine Road/Palos Verdes Drive South

4. Narcissa Drive/Palos Verdes Drive South

5. Peppertree Drive/Palos Verdes Drive South

6. Forrestal Drive/Palos Verdes Drive South

7. Palos Verdes Drive East/Palos Verdes Drive South

The Volume-Capacity and Level of Service calculations for these key locations were used to evaluate the potential traffic-related impacts associated with area growth, cumulative projects and the proposed Zone 2 Landslide Moratorium - Portuguese Bend project. When necessary, this report recommends intersection improvements that may be required to accommodate future traffic volumes and restore/maintain an acceptable Level of Service, and/or to reduce a significant project impact to less than significant levels.

The following components are included as part of this traffic and parking analysis:

- Existing traffic counts,
- Estimated project traffic generation/distribution/assignment,
- Estimated cumulative project traffic generation/distribution/assignment,
- Weekday AM and PM peak hour capacity analyses for existing conditions,
- Weekday AM and PM peak hour capacity analyses for existing with project conditions,
- Weekday AM and PM peak hour capacity analyses for future (Year 2020) conditions without and with project traffic,
- Project-specific improvements, where necessary, and
- Congestion management program traffic impact assessment.

2.0 PROJECT DESCRIPTION

2.1 Project Location

The proposed ordinance revisions would apply to the approximately 112-acre "Zone 2 Landslide Moratorium Ordinance" area, located north of the Narcissa Drive/Palos Verdes Drive South intersection in the Portuguese Bend area of the Palos Verdes Peninsula, within the City of Rancho Palos Verdes, County of Los Angeles, California. This area, located on the hills above the south-central coastline of the City, is within the City's larger (approximately 1,200-acre) Landslide Moratorium Area (LMA). Zone 2 consists of 111 individual lots. Of these, 64 are developed with residences and accessory structures and 47 are undeveloped or underdeveloped. These latter 47 are the focus of this traffic impact study and the project's environmental impact report. The proposed Zone 2 Landslide Moratorium - Portuguese Bend project site area and general vicinity are shown in *Figure 1-1*. The locations of the 47 undeveloped lots within the Portuguese Bend community under consideration by the City is displayed in ***Figure 2-1***.

2.2 Current Land Use

Of the approximately 111 lots on the 112-acre project area (the Zone 2 area), the vast majority of the developed lots are improved with single-family residences, most dating from the 1950s, and related accessory structures and uses. The largest developed lot in Zone 2 is occupied by the Portuguese Bend Riding Club, a nonconforming commercial stable that was established prior to the City's incorporation in 1973. Private streets within Zone 2 are maintained by the Portuguese Bend Community Association. The majority of the undeveloped lots contain non-native vegetation, and some have small, non-habitable structures (e.g., sheds, stables, fences, etc.) for equestrian or horticultural uses. The lots are generally between one-quarter acre and one acre or more in size.

2.3 Surrounding Land Uses

The approximately 112-acre Zone 2 area is primarily surrounded by open space and semi-rural residential development. To the northeast of the project area are developed residential lots in the Portuguese Bend community as well as City-owned open space in the Portuguese Bend Reserve of the Palos Verdes Nature Preserve, both of which are within Zone 1 of the Landslide Moratorium Area. To the northwest and west of the project area are developed residential lots in the Portuguese Bend community and vacant, residentially-zoned land (Upper and Lower Filiorum) which are located in Zone 1 of the Landslide Moratorium Area. To the south, southeast and east of the project area are developed and undeveloped residential lots in the Portuguese Bend community and located in Zone 5 (the area affected by the 1978 Abalone Cove landslide), Zone 6 (the active Portuguese Bend landslide area) and Zone 3 (located between Altamira Canyon and the westerly edge of the Portuguese Bend landslide area). Individual lots that would gain development potential as a result of the proposed project are located throughout Zone 2, and are therefore surrounded by the uses described above as well as other lots, both developed and undeveloped, in Zone 2.

SOURCE: RINCON CONSULTANTS, INC.

N

NOT TO SCALE

LEGEND:

Project Boundary

Vacant or Underdeveloped, Potentially Developable under Proposed Ordinance Revisions

M *Monks* Plaintiff Lot

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 2-1
LOCATION OF PROJECT UNDEVELOPED LOTS

ZONE 2 LANDSLIDE MORATORIUM - PORTUGUESE BEND PROJECT

2.4 Project Characteristics

2.4.1 *Project Background*

In 2002, a group of Portuguese Bend property owners filed an ME application to exclude their undeveloped lots within the area known as Zone 2 from the LMA. Shortly after this application was deemed incomplete for processing, the applicants filed suit against the City. As part of the decision on the case (*Monks v. City of Rancho Palos Verdes*), the City has been ordered to remove regulatory impediments in its Municipal Code that prevent the development of the 16 *Monks* plaintiffs' lots. The City began this process with an Ordinance to allow the *Monks* plaintiffs to apply for Landslide Moratorium Exceptions (LMEs) for their lots. As of December 2010, five (5) *Monks* plaintiffs have obtained Planning entitlements to develop their lots, while the remaining *Monks* plaintiffs are at various stages in obtaining Planning entitlements for the balance of eleven (11) lots. The City now desires to consider broader revisions to the Landslide Moratorium Ordinance that could also permit the owners of the other 31 undeveloped lots in Zone 2 to be developed with new residences. This would result in the possible future development of up to 47 new residences on existing legal lots in Zone 2 within the Portuguese Bend community.

2.4.2 *Project Description*

Landslide Moratorium Ordinance Revisions. Section 15.20.040 of the Rancho Palos Verdes Municipal Code establishes the process for requesting exceptions from the City's landslide moratorium regulations. The current (amended in 2009) Municipal Code Section 15.20.040(P) includes the following category of exception to the moratorium on "the filing, processing, approval or issuance of building, grading or other permits" within the existing landslide moratorium area:

> *The moratorium shall not be applicable to any of the following:…*
>
> *…P. The construction of residential buildings, accessory structures, and grading totaling less than one thousand cubic yards of combined cut and fill and including no more than fifty cubic yards of imported fill material on the sixteen undeveloped lots in Zone 2 of the "Landslide Moratorium Area" as outlined in green on the landslide moratorium map on file in the Director's office, identified as belonging to the plaintiffs in the case "Monks v. City of Rancho Palos Verdes, 167 Cal. App. 4th 263, 84 Cal. Rptr. 3d 75 (Cal. App. 2 Dist., 2008)"; provided, that a landslide moratorium exception permit is approved by the Director, and provided that the project complies with the criteria set forth in Section 15.20.050 of this Chapter. Such projects shall qualify for a landslide moratorium exception permit only if all applicable requirements of this Code are satisfied, and the parcel is served by a sanitary sewer system. Prior to the issuance of a landslide moratorium exception permit, the applicant shall submit to the Director any geological or geotechnical studies reasonably required by the City to demonstrate to the satisfaction of the City geotechnical staff that the proposed project will not aggravate the existing situation.*

The proposed landslide moratorium ordinance revisions would revise the language of this section to encompass all 47 undeveloped lots in Zone 2, rather than restricting it to only the *Monks* plaintiffs' lots. This would allow for the future submittal of LMEs for all of these undeveloped lots. It should

be noted, however, that the granting of an LME does not constitute approval of a specific project request, but simply grants the property owner the ability to submit the appropriate application(s) for consideration of a specific project request.

Future Development Potential. The potential granting of up to 47 LME requests under the proposed ordinance revisions would permit individual property owners to then apply for individual entitlements to develop their lots. The undeveloped lots within Zone 2 are held in multiple private ownerships so the timing and scope of future development is not known. For the purposes of this EIR, it is assumed that development would occur over a period of at least 10 years from adoption of the ordinance revisions in a manner consistent with the private architectural standards adopted by the Portuguese Bend Community Association and the City's underlying RS-1 and RS-2 zoning regulations. Therefore, the future development assumptions for Zone 2 include the following:

- Forty-seven single-story, ranch-style residences with attached or detached three-car garages, with minimum living area of 1,500 square feet and maximum living area of 4,000 square feet or 15% of gross lot area, whichever is less;

- Less than 1,000 cubic yards of grading (cut and fill combined) per lot, with no more than 50 cubic yards of imported fill per lot;

- Maximum 25% (RS-1) or 40% (RS-2) net lot coverage;

- Maximum building height of 16 feet for residences and 12 feet for detached accessory structures;

- Minimum front setbacks of 20 feet, minimum rear setbacks of 15 feet, minimum street-side setbacks of 10 feet, and minimum interior side setbacks of five feet, with setbacks along private street rights-of-way measured from the easement line rather than the property line; and,

- No subdivision of existing lots within Zone 2.

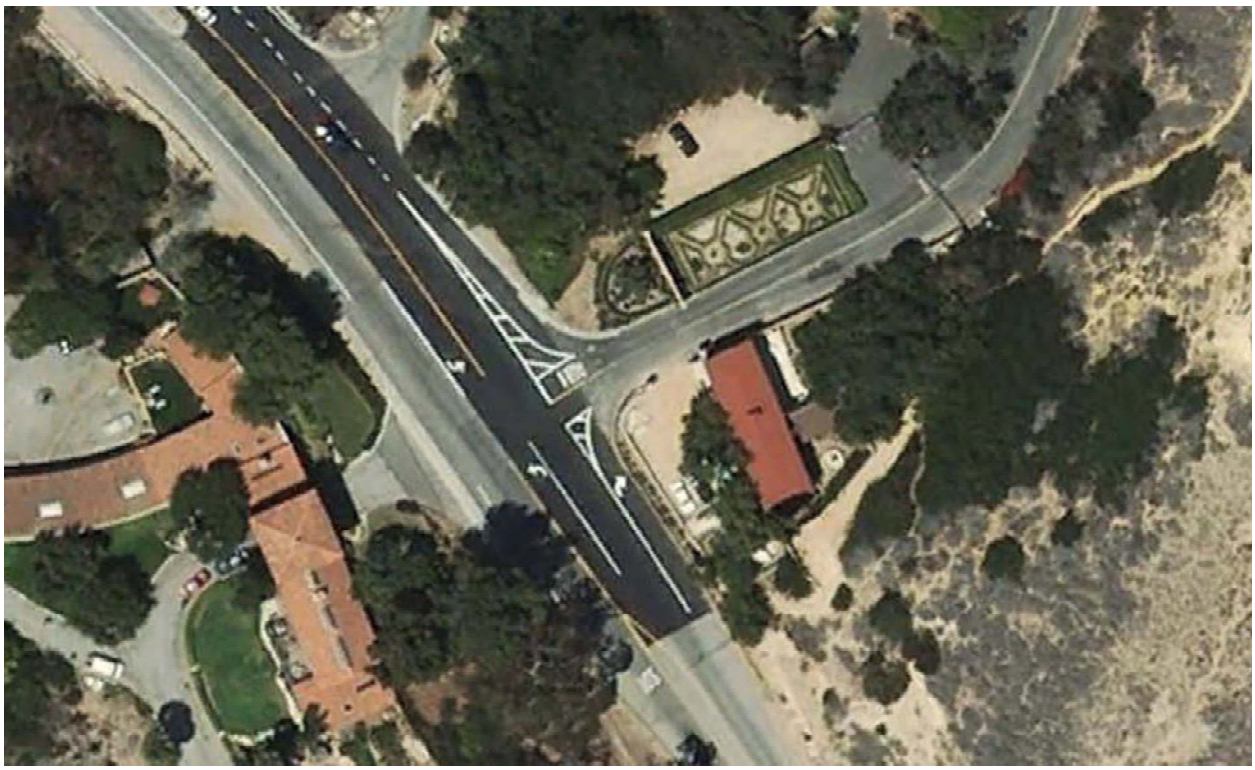
As noted above, the City has been ordered to remove regulatory impediments in its Municipal Code that prevent the development of the 16 *Monks* plaintiffs' lots. This was accomplished by the 2009 addition to the moratorium exceptions, cited above. As of December 2010, five *Monks* plaintiffs have obtained planning entitlements to develop their lots, while the remaining *Monks* plaintiffs are at various stages in obtaining planning entitlements for the balance of eleven lots. However, to provide a conservative analysis, this traffic impact study considers the potential environmental impacts of build-out of all 47 undeveloped and underdeveloped lots (16 *Monks* lots plus 31 additional lots) under the parameters listed above.

3.0 PROJECT SITE ACCESS AND CIRCULATION

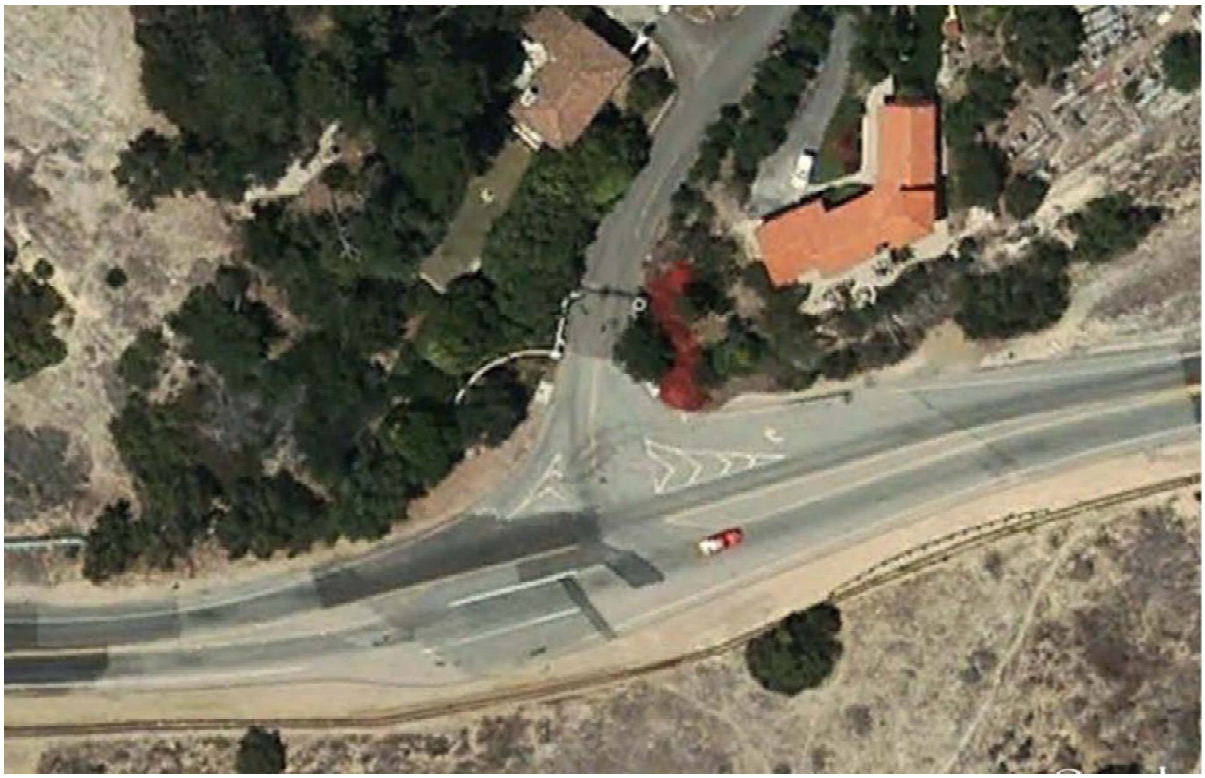
Access to the existing Portuguese Bend community of Rancho Palos Verdes is provided via Narcissa Drive and Peppertree Drive. All streets in the Portuguese Bend community are private, and the community itself is gated. The gates restricting access to the community on Narcissa Drive and Peppertree Drive are set back approximately 190 and 90 feet from Palos Verdes Drive South, respectively. The following lane configurations are provided at the existing access locations for the community:

- Narcissa Drive/Palos Verdes Drive South
  - Eastbound Approach: One left-turn lane and one shared through/right-turn lane
  - Westbound Approach: One left-turn lane, one through lane and one right-turn lane
  - Southbound Approach: One shared left-turn/through lane and one right-turn lane
- Peppertree Drive/Palos Verdes Drive South
  - Eastbound Approach: One left-turn lane and one through lane
  - Westbound Approach: One through lane and one right-turn lane
  - Southbound Approach: One left-turn lane and one right-turn lane

No changes to the existing Portuguese Bend community site access and circulation scheme are planned as part of the proposed project. Aerial photographs of the two subject Portuguese Bend community access intersections are displayed in ***Figure 3-1***.



Palos Verdes Drive South and Narcissa Drive



Palos Verdes Drive South and Peppertree Drive

SOURCE: GOOGLE EARTH

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FIGURE 3-1
PORTUGUESE BEND COMMUNITY ACCESS INTERSECTIONS

LINSCOTT, LAW & GREENSPAN, engineers

ZONE 2 LANDSLIDE MORATORIUM - PORTUGUESE BEND PROJECT

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4.0 EXISTING CONDITIONS

4.1 Existing Street System

The local network of streets serving the proposed project study area includes Palos Verdes Drive West, Palos Verdes Drive South and Hawthorne Boulevard. All of the seven study intersections selected for analysis are controlled by stop signs with the stop signs facing the minor street approaches. The existing roadway configurations and intersection controls at the seven study intersections are displayed in ***Figure 4-1***.

4.1.1 *Roadway Classifications*

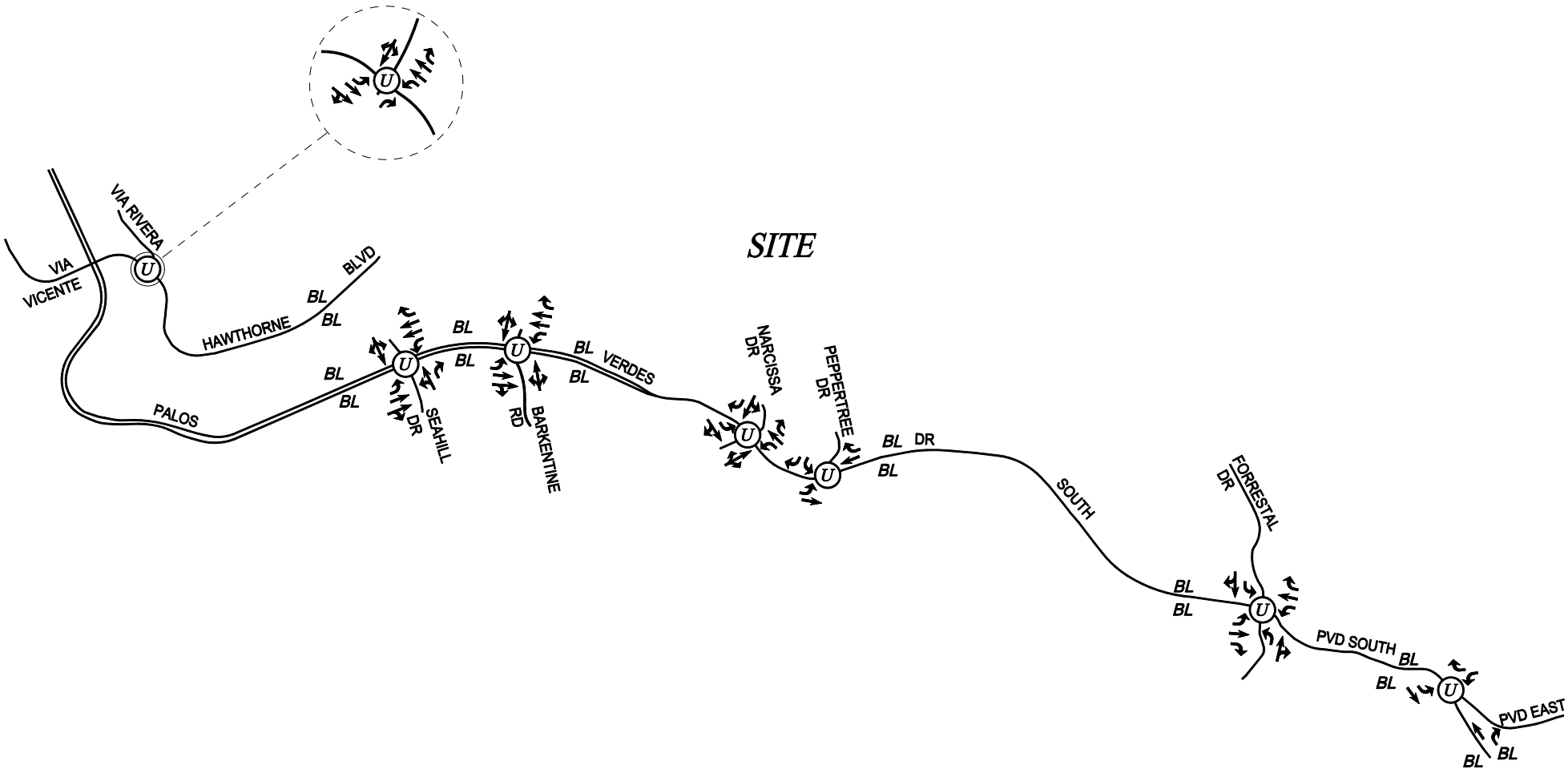
The City of Rancho Palos Verdes utilizes the roadway categories recognized by regional, state and federal transportation agencies. There are four categories in the roadway hierarchy, ranging from freeways with the highest capacity to two-lane undivided roadways with the lowest capacity. The roadway categories are summarized as follows:

- *Freeways* are limited-access and high-speed travel ways included in the state and federal highway systems. Their purpose is to carry regional through-traffic. Access is provided by interchanges with typical spacing of one mile or greater. No local access is provided to adjacent land uses.

- *Arterial* roadways are major streets that primarily serve through-traffic and provide access to abutting properties as a secondary function. Arterials are generally designed with two to six travel lanes and their major intersections are signalized. This roadway type is divided into two categories: principal and minor arterials. Principal arterials are typically four-or-more lane roadways and serve both local and regional through-traffic. Minor arterials are typically two-to-four lane streets that service local and commute traffic.

- *Collector* roadways are streets that provide access and traffic circulation within residential and non-residential (e.g., commercial and industrial) areas. Collector roadways connect local streets to arterials and are typically designed with two through travel lanes (i.e., one through travel lane in each direction) that may accommodate on-street parking. They may also provide access to abutting properties.

- *Local* roadways distribute traffic within a neighborhood, or similar adjacent neighborhoods, and are not intended for use as a through-street or a link between higher capacity facilities such as collector or arterial roadways. Local streets are fronted by residential uses and do not typically serve commercial uses.



NOTES: (U) UNSIGNALIZED INTERSECTION

BL BIKE LANE

N

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FIGURE 4-1
EXISTING ROADWAY CONFIGURATIONS AND INTERSECTION CONTROLS

ZONE 2 LANDSLIDE MORATORIUM - PORTUGUESE BEND PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

4.1.2 *Roadway Descriptions*

Brief descriptions of the important roadways in the project vicinity are provided in the following paragraphs.

Tramonto Drive is an east-west oriented roadway located west of the project site and extends northerly of Palos Verdes Drive South. Tramonto Lane transitions to Seahill Drive south of Palos Verdes Drive South. This roadway is designated as a Local Street in the City of Rancho Palos Verdes General Plan Circulation Element. One through travel lane is provided in each direction along the roadway within the project study area. There is no posted speed limit on Tramonto Drive in the project vicinity, thus it is assumed to be a prima facie speed limit of 25 miles per hour.

Seahill Drive is an east-west oriented roadway located west of the project site and extends southerly of Palos Verdes Drive South. Seahill Drive transitions to Tramonto Lane north of Palos Verdes Drive South. This roadway is designated as a Local Street in the City of Rancho Palos Verdes General Plan Circulation Element. One through travel lane is provided in each direction along the roadway within the project study area. Seahill Drive is posted for a 25 miles per hour speed limit near the project site.

Barkentine Road is an east-west oriented roadway located west of the project site and extends northerly and south of Palos Verdes Drive South. This roadway is designated as a Local Street in the City of Rancho Palos Verdes General Plan Circulation Element. One through travel lane is provided in each direction along the roadway within the project study area. There is no posted speed limit on Barkentine Road in the project vicinity, thus it is assumed to be a prima facie speed limit of 25 miles per hour.

Narcissa Drive is a circuitous roadway that provides access to the Portuguese Bend community. This roadway is a private roadway that is maintained by the Portuguese Bend community association. One through travel lane is provided in each direction along Narcissa Drive within the community. The gate restricting access to the community on Narcissa Drive is set back approximately 190 feet from Palos Verdes Drive South.

Peppertree Drive is a circuitous roadway that provides access to the Portuguese Bend community. This roadway is a private roadway that is maintained by the Portuguese Bend community association. One through travel lane is provided in each direction along Pepptertree Drive within the community. The gates restricting access to the community on Peppertree Drive is set back approximately 90 feet from Palos Verdes Drive South.

Forrestal Drive is an east-west oriented roadway located east of the project site and extends northerly of Palos Verdes Drive South. Forrestal Drive transitions to Ocean Trails Drive south of Palos Verdes Drive South. This roadway is designated as a Local Street in the City of Rancho Palos Verdes General Plan Circulation Element. One through travel lane is provided in each direction along the roadway within the project study area. There is no posted speed limit on Forrestal Drive in the project vicinity, thus it is assumed to be a prima facie speed limit of 25 miles per hour.

Hawthorne Boulevard is a predominantly north-south oriented roadway located west of the project site and extends generally between Palos Verdes Drive West and Pacific Coast Highway. This roadway is designated as an Arterial in the City of Rancho Palos Verdes General Plan Circulation Element. Two through travel lanes with raised medians and a bike lane are provided in each direction along the roadway within the project study area. Hawthorne Boulevard is posted for a 45 miles per hour speed limit near the project site.

Via Rivera is a north-south oriented roadway located west of the project site and extends generally north of Hawthorne Boulevard, east of Palos Verdes Drive West. This roadway is designated as a Local Street in the City of Rancho Palos Verdes General Plan Circulation Element. One through travel lane is provided in each direction along the roadway within the project study area. Via Rivera is posted for a 25 miles per hour speed limit near the project site.

Palos Verdes Drive East is a north-south oriented roadway located east of the project site. Palos Verdes Drive East extends from Palos Verdes Drive South to just north of Palos Verdes Drive North where it becomes Narbonne Avenue. This roadway is designated as an Arterial in the City of Rancho Palos Verdes General Plan Circulation Element. Two through travel lanes are provided in each direction along the roadway, except south of Ganado Drive where one lane in each direction is provided. Palos Verdes Drive East is posted for a 40 miles per hour speed limit in the project vicinity except near Ganado Drive where Palos Verdes Drive East is posted for a 35 miles per hour speed limit.

Palos Verdes Drive South is an east-west oriented roadway located south of the Portuguese Bend community. Palos Verdes Drive South transitions to Palos Verdes Drive West just north/west of the Point Vicente Interpretive Center easterly/southerly access point. This roadway is designated as an Arterial in the City of Rancho Palos Verdes General Plan Circulation Element. Two through travel lanes and a bike lane are provided in each direction along the roadway within the project study area, however, between Narcissa Drive and Schooner Drive, a Class II bike lane does not currently exist on Palos Verdes Drive South. Palos Verdes Drive South is posted for a 40 miles per hour speed limit near the project site.

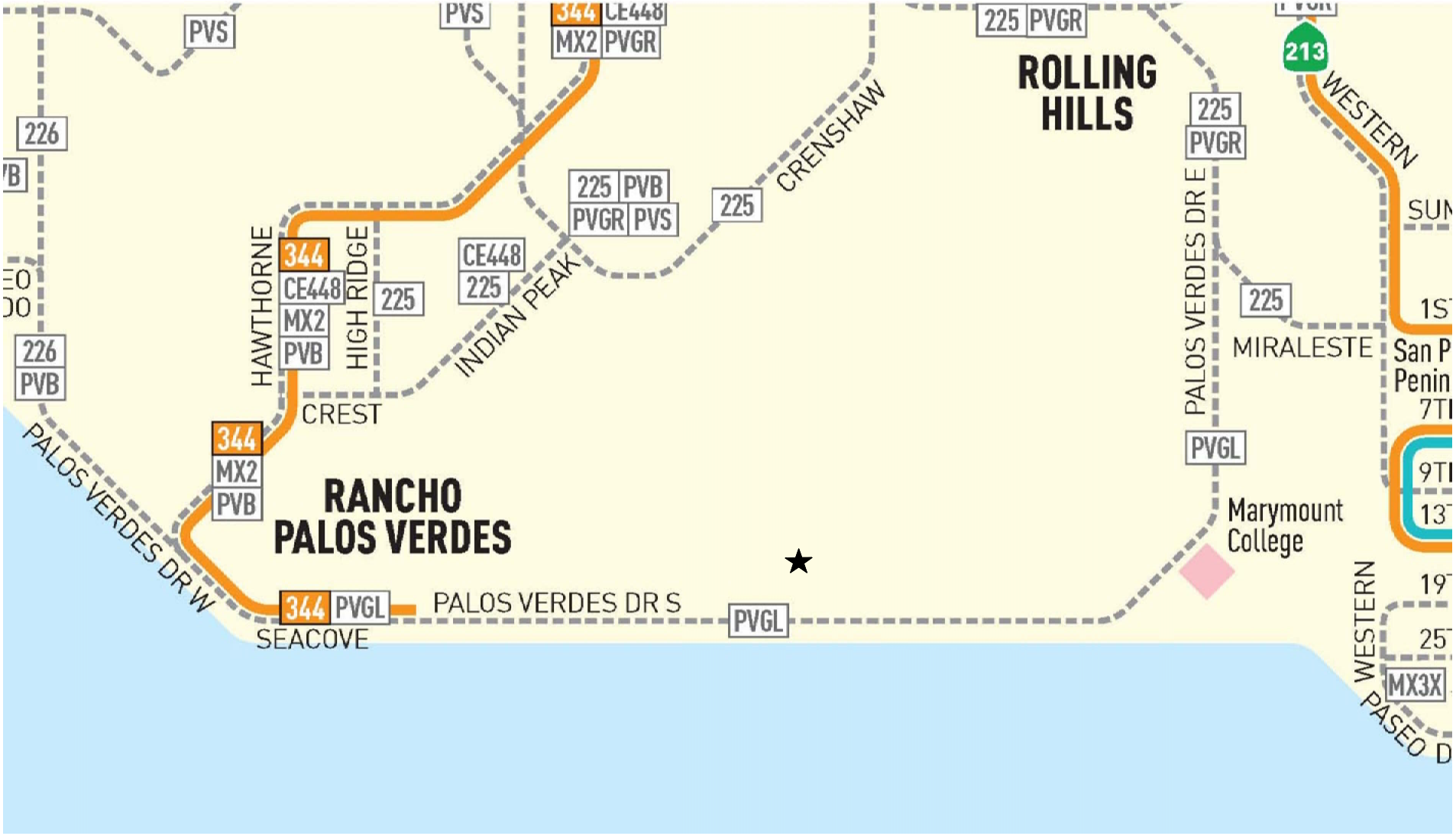
4.2 Existing Public Bus Transit Service

Public bus transit service within the Zone 2 Landslide Moratorium - Portuguese Bend project study area is currently provided by the Los Angeles County Metropolitan Transportation Authority, Palos Verdes Peninsula Transit Authority, City of Redondo Beach Beach Cities Transit, and the City of Los Angeles Department of Transportation. A summary of the existing transit service, including the transit route, destinations and peak hour headways is presented in ***Table 4-1***. The existing public transit routes in the Zone 2 Landslide Moratorium - Portuguese Bend project site vicinity are illustrated in ***Figure 4-2***.

Table 4-1
EXISTING TRANSIT ROUTES [1]

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES DURING PEAK HOUR		
			DIR	AM	PM
Metro 344	Rancho Palos Verdes to Harbor Gateway (via Torrance)	Palos Verdes Drive West, Palos Verdes Drive South, Hawthorne Boulevard	NB SB	3 4	3 3
LADOT Commuter Express 448	Downtown Los Angeles to Rancho Palos Verdes (via Lomita, Harbor City, Wilmington, Century Freeway)	Hawthorne Boulevard	NB SB	1 0	0 3
MAX 2	El Segundo to Rancho Palos Verdes (via Manhattan Beach, Redondo Beach)	Palos Verdes Drive West, Hawthorne Boulevard	NB SB	1 0	0 2
PVPTA Blue Line	Rancho Palos Verdes	Palos Verdes Drive West, Hawthorne Boulevard	EB WB	1 2	1 1
PVPTA Gold Line	Rolling Hills to Rancho Palos Verdes	Palos Verdes Drive West, Palos Verdes Drive South	EB WB	2 2	1 1
PVPTA Orange Line	Rolling Hills to Rancho Palos Verdes	Palos Verdes Drive West, Palos Verdes Drive South	EB WB	0 2	1 0
PVPTA 226	Palos Verdes Estates	Palos Verdes Drive West	NB SB	0 2	1 0

[1] Sources: Los Angeles County Metropolitan Transportation Authority (Metro), Los Angeles Department of Transportation (LADOT), Municipal Area Express (MAX), and Palos Verdes Peninsula Transit Authority (PVPTA) websites.



NOT TO SCALE

MAP SOURCE: METROPOLITAN TRANSPORTATION AUTHORITY (METRO) WEBSITE

★ PROJECT SITE

FIGURE 4-2
EXISTING PUBLIC TRANSIT ROUTES

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4.3 Existing Traffic Volumes

Existing manual counts of vehicular turning movements were conducted in May 2010 at six of the seven existing study intersections and in March 2011 for the remaining study intersection (i.e., Intersection No. 1, Hawthorne Boulevard/Via Rivera) during the weekday morning (AM) and afternoon (PM) commuter periods to determine the peak hour traffic volumes. The manual counts were conducted by traffic count subconsultants at the study intersections from 7:00 to 9:00 AM to determine the weekday AM peak commuter hour, and from 4:00 to 6:00 PM to determine the weekday PM peak commuter hour. Traffic volumes at the seven study intersections show the weekday morning and afternoon peak periods typically associated with peak hours in the metropolitan area.

The existing weekday AM and PM peak hour manual counts of turning vehicles at the seven study intersections are summarized in ***Table 4-2***. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in ***Figures 4-3*** and ***4-4***, respectively. Summary data worksheets of the manual traffic counts of the study intersections are contained in ***Appendix A***.

4.4 Existing Intersection Operating Conditions

Existing AM and PM peak hour operating conditions for the seven study intersections were evaluated using the Intersection Capacity Utilization (ICU) methodology for signalized intersections and the methodology outlined in Chapter 17 of the *Highway Capacity Manual 2000*[2] (HCM2000) for unsignalized intersections.

4.4.1 *Intersection Capacity Utilization Method of Analysis*

In conformance with the City of Rancho Palos Verdes and Los Angeles County Congestion Management Program (CMP) requirements, any signalized intersections were evaluated using the Intersection Capacity Utilization (ICU) method. The ICU methodology is intended for signalized intersection analyses and estimates the volume-to-capacity (V/C) relationship for an intersection based on the individual V/C ratios for key conflicting traffic movements.

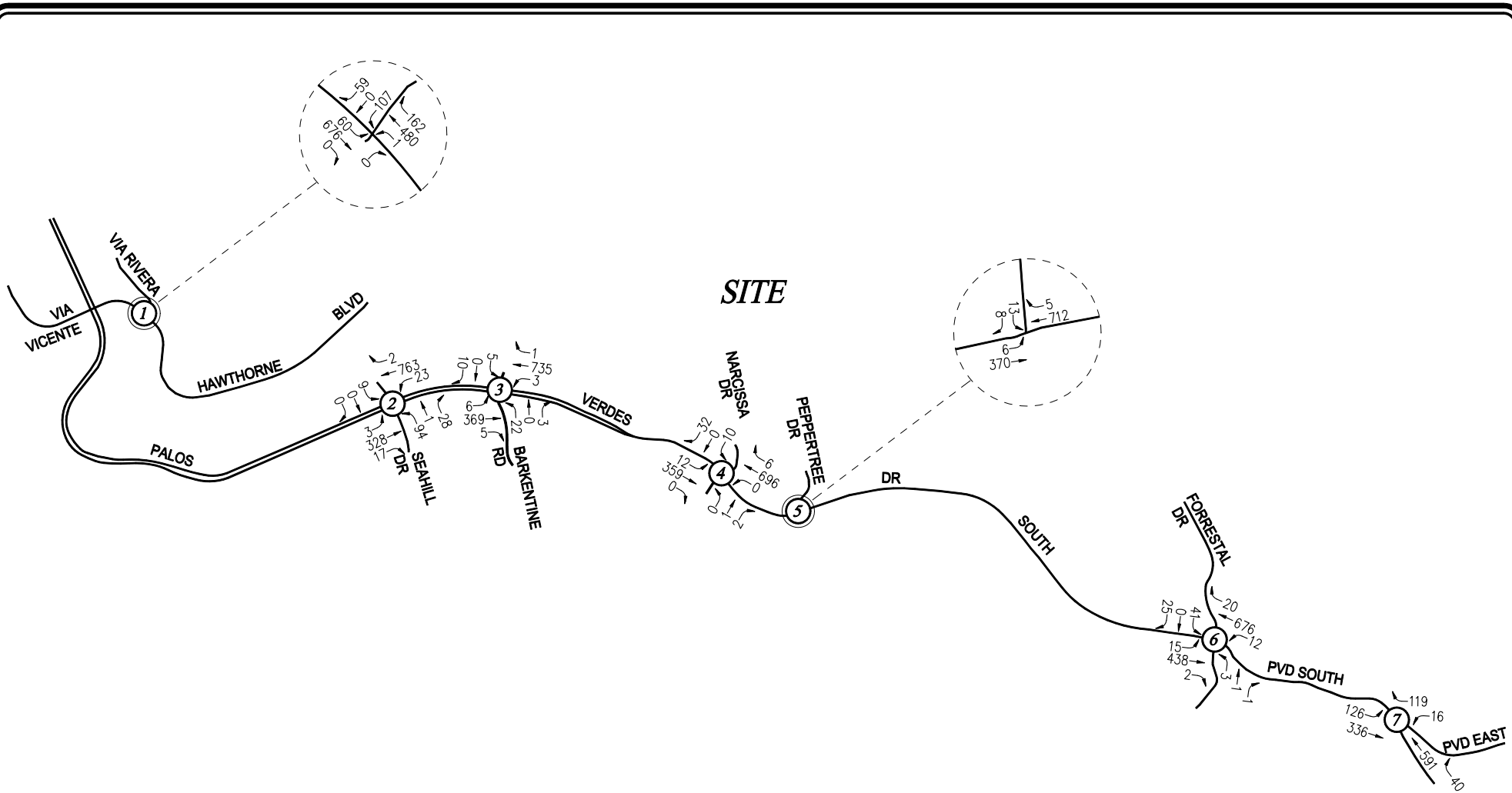
The ICU numerical value represents the percent signal (green) time, and thus capacity, required by existing and/or future traffic. The ICU value is the sum of the critical volume to capacity ratios at an intersection; it is not intended to be indicative of the LOS of each of the individual turning movements. It should be noted that the ICU methodology assumes uniform traffic distribution per intersection approach lane and optimal signal timing. The ICU value translates to a LOS estimate, which is a relative measure of the intersection performance. The six qualitative categories of Level of Service have been defined along with the corresponding ICU value range and are shown in ***Table 4-3***.

[2] Source: *Highway Capacity Manual 2000*, Transportation Research Board, 2000.

Table 4-2
EXISTING TRAFFIC VOLUMES [1]

NO.	INTERSECTION	DIR	DATE	AM PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME
1	Via Rivera/	NB	03/22/11	7:45	0	5:00	12
	Hawthorne Boulevard	SB			175		82
		EB			688		552
		WB			632		657
2	Seahill Drive-Tramonto Drive/	NB	05/19/10	7:30	123	4:45	75
	Palos Verdes Drive South	SB			9		2
		EB			348		626
		WB			788		467
3	Barkentine Road/	NB	05/19/10	7:30	25	4:45	20
	Palos Verdes Drive South	SB			15		3
		EB			380		592
		WB			739		446
4	Narcissa Drive/	NB	05/19/10	7:30	3	4:45	0
	Palos Verdes Drive South	SB			42		30
		EB			371		568
		WB			702		416
5	Peppertree Drive/	NB	05/19/10	7:30	0	4:45	0
	Palos Verdes Drive South	SB			21		21
		EB			376		571
		WB			717		440
6	Forrestal Drive/	NB	05/19/10	7:30	5	4:45	46
	Palos Verdes Drive South	SB			66		59
		EB			455		593
		WB			708		498
7	Palos Verdes Drive East	NB	05/19/10	7:30	0	4:15	0
	Palos Verdes Drive South	SB			135		102
		EB			462		527
		WB			631		463

[1] Counts conducted by City Traffic Counters.



N

NOT TO SCALE

(X) = INTERSECTION NUMBER

FIGURE 4-3
EXISTING TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

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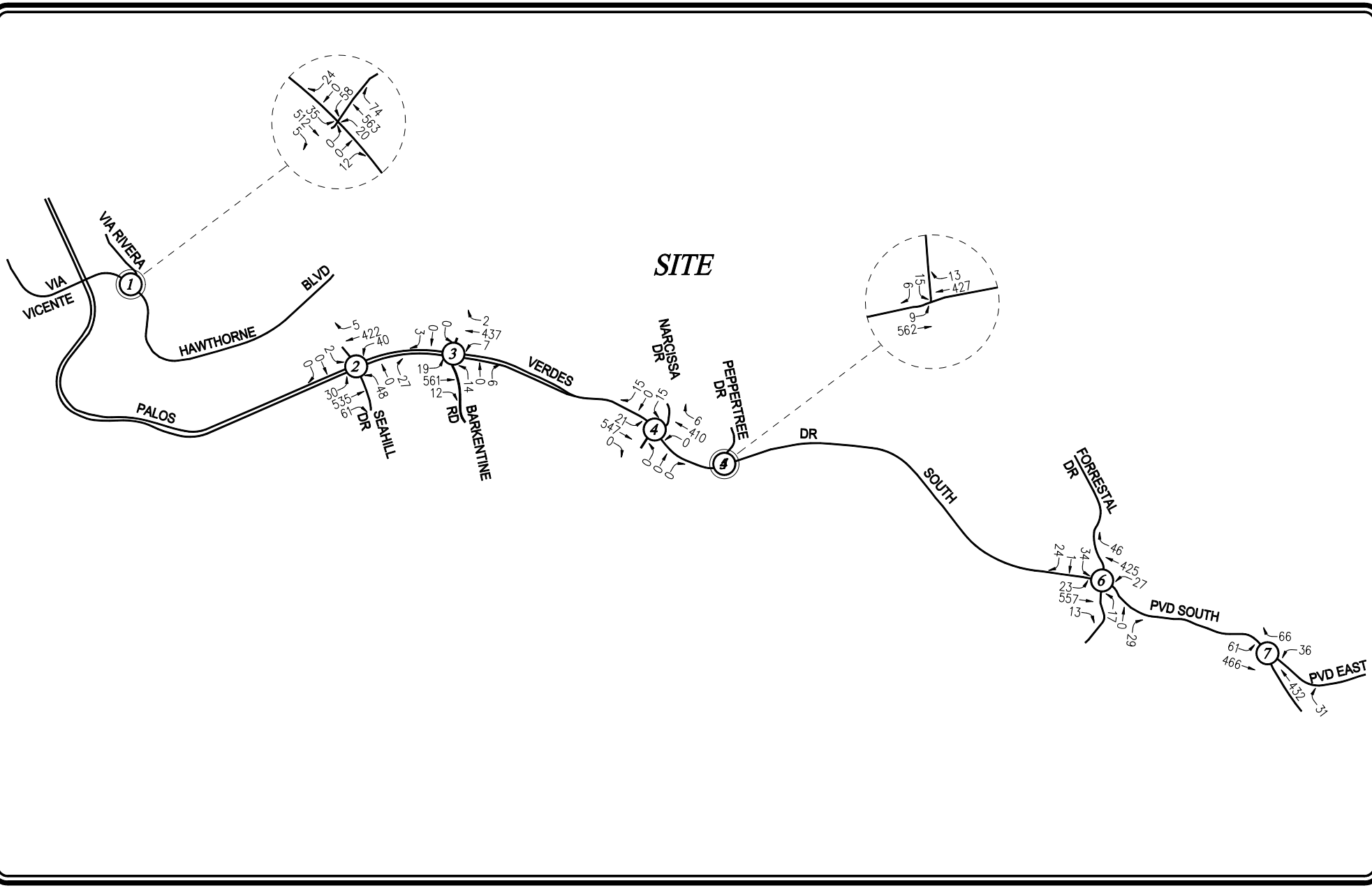

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NOT TO SCALE

(X) = INTERSECTION NUMBER

FIGURE 4-4
EXISTING TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

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Pursuant to Los Angeles County CMP requirements, the ICU calculations use a lane capacity of 1,600 vehicles per hour (vph) for left-turn, through, and right-turn lanes, and a dual left-turn capacity of 2,880 vph. Additionally, a clearance adjustment factor of 0.10 was added to each Level of Service (LOS) calculation.

Table 4-3

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

Level of Service (LOS)	Intersection Capacity Utilization Value (V/C)	Level of Service Description
A	≤ 0.600	EXCELLENT. No vehicle waits longer than one red light, and no approach phase is fully used.
B	0.601 – 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 – 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 – 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 – 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Potentially very long delays with continuously increasing queue lengths.

4.4.2 *Highway Capacity Manual Method of Analysis (Unsignalized Intersections)*

The HCM2000 unsignalized methodology for stop-controlled intersections was utilized for the analysis of the unsignalized intersections. This methodology estimates the average control delay for each of the subject movements and determines the level of service for each movement. The overall average control delay measured in seconds per vehicle, and level of service is then calculated for the entire intersection. The HCM2000 control delay value translates to a LOS estimate, which is a relative measure of the intersection performance. The six qualitative categories of Level of Service have been defined along with the corresponding HCM control delay value range, as shown in ***Table 4-4***.

TABLE 4-4

LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS[3]

Level of Service (LOS)	Highway Capacity Manual Delay Value (sec/veh)	Level of Service Description
A	≤ 10.0	Little or no delay
B	> 10.0 and ≤ 15.0	Short traffic delays
C	> 15.0 and ≤ 25.0	Average traffic delays
D	> 25.0 and ≤ 35.0	Long traffic delays
E	> 35.0 and ≤ 50.0	Very long traffic delays
F	> 50.0	Severe congestion

4.5 Existing Level of Service Results

The existing peak hour service level calculations for the seven study intersections based on existing traffic volumes and current street geometry is summarized in ***Table 4-5***. Review of *Table 4-5* indicates that all of the seven study intersections are currently operating at acceptable Levels of Service (i.e., LOS D or better) during the weekday AM and PM peak hours. The ICU and HCM data worksheets for the analyzed intersections for the weekday AM and PM peak hours are contained in ***Appendix B***.

[3] Source: *Highway Capacity Manual 2000*, Chapter 17 (Unsignalized Intersections).

Table 4-5
EXISTING INTERSECTION LEVELS OF SERVICE SUMMARY

Int No.	Key Intersections	Time Period	Control Type	Delay (sec/veh)	V/C Ratio	LOS
1	Via Rivera/ Hawthorne Boulevard	AM PM	Two – Way Stop	38.6 29.4	0.572 0.342	E D
2	Tramonto Drive-Seahill Drive/ Palos Verdes Drive South	AM PM	Two – Way Stop	27.6 23.6	0.396 0.274	D C
3	Barkentine Road/ Palos Verdes Drive South	AM PM	Two – Way Stop	18.9 18.7	0.091 0.067	C C
4	Narcissa Drive/ Palos Verdes Drive South	AM PM	Two – Way Stop	17.8 16.1	0.085 0.069	C C
5	Peppertree Drive/ Palos Verdes Drive South	AM PM	Two – Way Stop	20.0 18.4	0.068 0.069	C C
6	Forrestal Drive/ Palos Verdes Drive South	AM PM	Two – Way Stop	31.3 26.6	0.315 0.251	D D
7	Palos Verdes Drive East/ Palos Verdes Drive South	AM PM	Two – Way Stop	17.0 16.3	0.271 0.175	C C

5.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the Zone 2 Landslide Moratorium - Portuguese Bend project, a multi-step process has been utilized. The first step is trip generation, which estimates the total arriving and departing traffic volumes on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the project development tabulation.

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound project traffic volumes. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and project traffic assignments developed, the impact of the proposed project is isolated by comparing operational (i.e., LOS) conditions at selected key intersections using existing and expected future traffic volumes without and with forecast project traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated and the significance of the project's impacts identified.

5.1 Project Traffic Generation Characteristics

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volumes to be generated by the proposed project were forecast for the weekday AM and PM peak hours, and over a 24-hour period. The resource typically used by traffic engineers (including the City of Rancho Palos Verdes) to forecast trip generation for development projects is the Institute of Transportation Engineers' (ITE) *Trip Generation* manual[4]. ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates were used to forecast traffic volumes for the proposed project.

The trip generation rates and forecast of the vehicular trips anticipated to be generated by the proposed project are presented in ***Table 5-1***. The project trip generation forecast was submitted for review by City staff. As summarized in *Table 5-1*, the proposed project is expected to generate 35 vehicle trips (9 inbound trips and 26 outbound trips) during the AM peak hour. During the PM peak hour, the proposed project is expected to generate 47 vehicle trips (30 inbound trips and 17 outbound trips). Over a 24-hour period, the proposed project is forecast to generate 450 daily trip ends during a typical weekday (approximately 225 inbound trips and 225 outbound trips).

[4] Institute of Transportation Engineers *Trip Generation* manual, 8th Edition, 2008.

Table 5-1
PROJECT TRIP GENERATION [1]

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Single-Family Housing [3]	47 DU	450	9	26	35	30	17	47
TOTAL		**450**	**9**	**26**	**35**	**30**	**17**	**47**

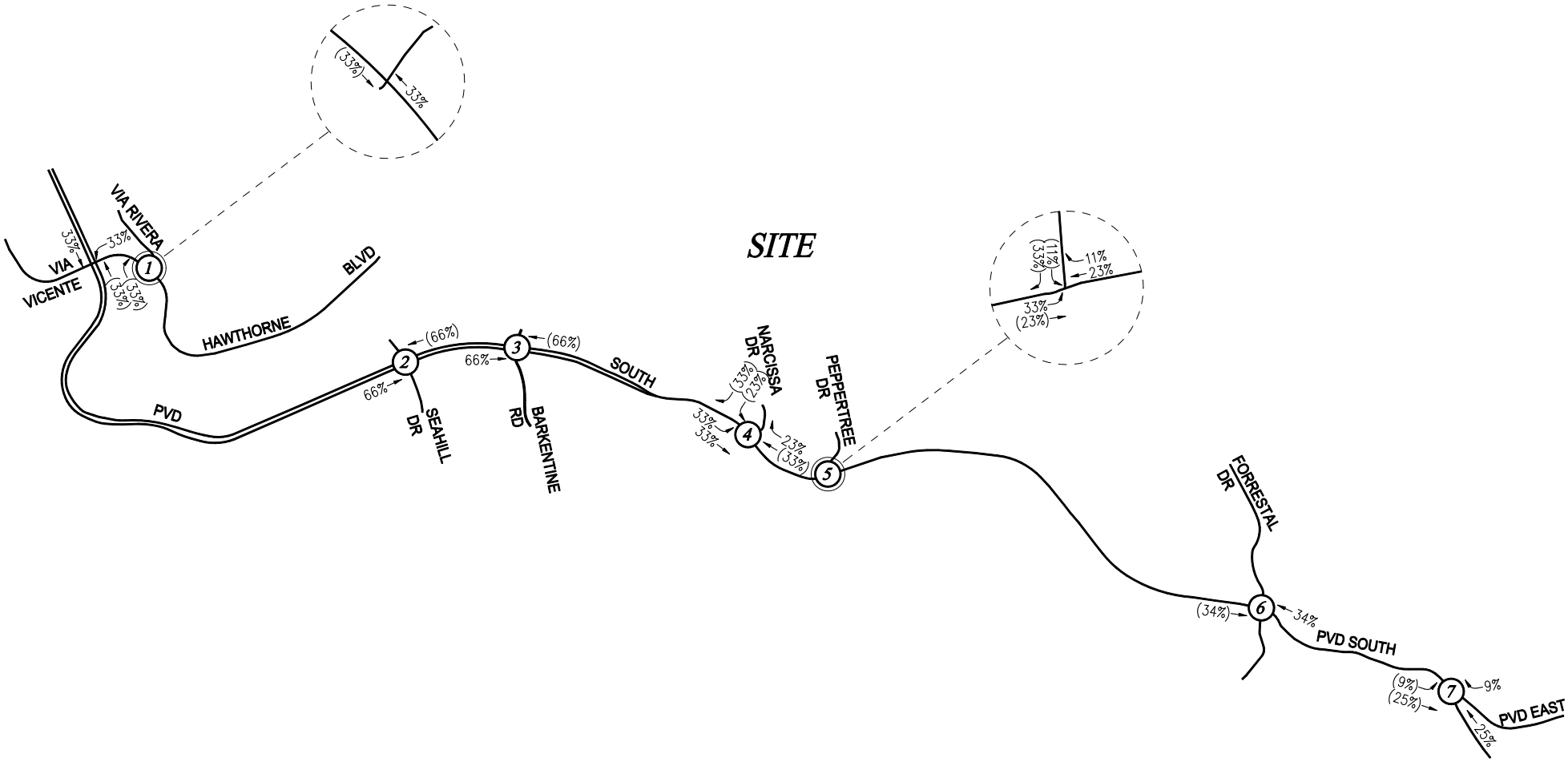
[1] Source: ITE "Trip Generation", 8th Edition, 2008.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates.
- Daily Trip Rate: 9.57 trips/DU; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.75 trips/DU; assume 25% inbound/75% outbound
- PM Peak Hour Trip Rate: 1.01 trips/DU; 63% inbound/37% outbound

5.2 Project Traffic Distribution and Assignment

The general, directional traffic distribution pattern for the proposed Zone 2 Landslide Moratorium - Portuguese Bend project is presented in ***Figure 5-1.*** Project traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

- The site's proximity to major traffic corridors (i.e., Palos Verdes Drive South),
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals,
- Existing intersection traffic volumes,
- Ingress/egress availability at the project site, and
- Input from City staff.

The forecast weekday AM and PM peak hour project traffic volumes associated with the proposed project under Year 2020 conditions are presented in ***Figures 5-2*** and ***5-3***, respectively. The traffic volume assignments presented in *Figures 5-2* and *5-3* reflect the traffic distribution characteristics shown in *Figure 5-1* and the project traffic generation forecasts presented in *Table 5-1*.



N

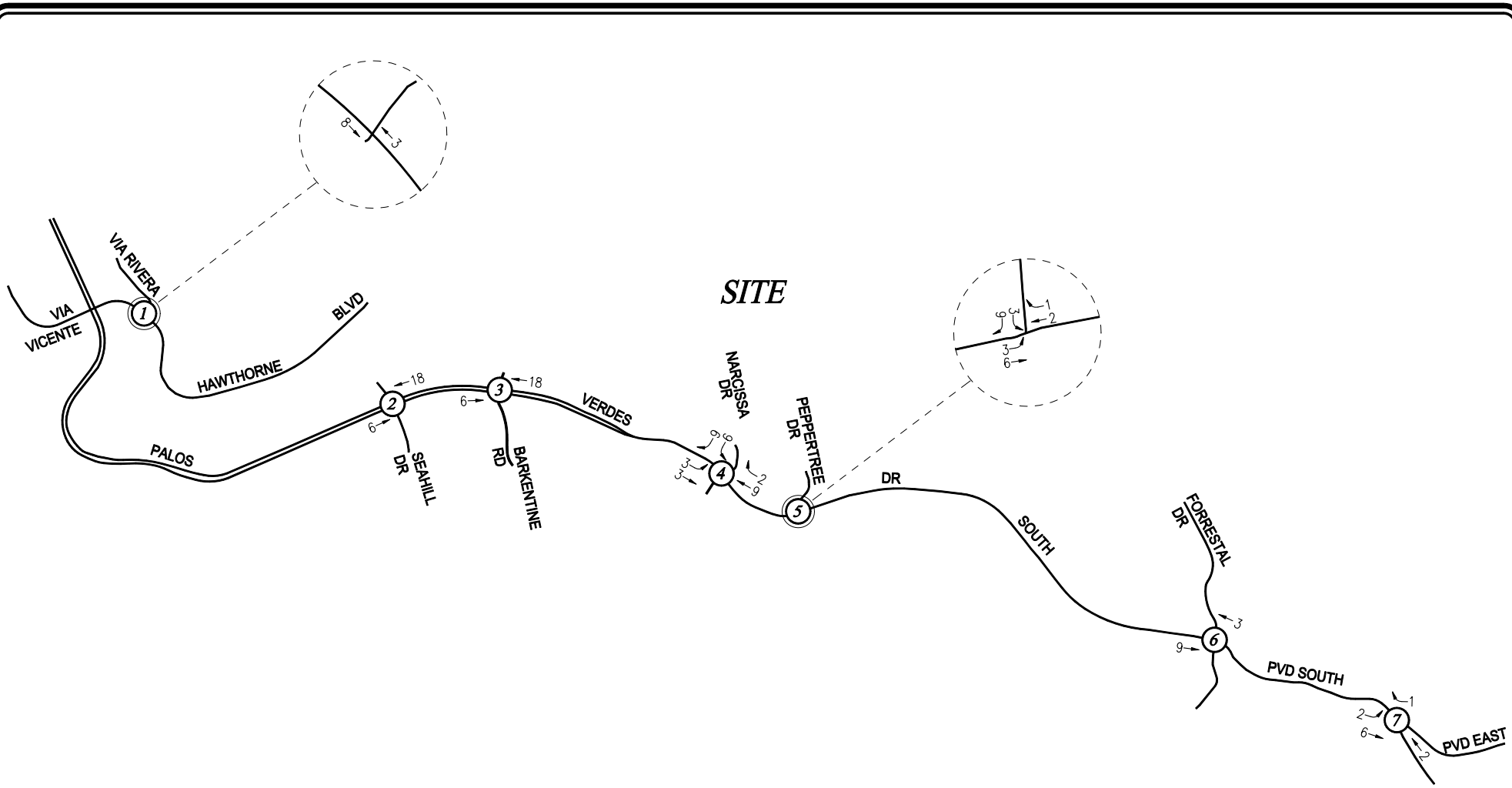
NOT TO SCALE

(X) = INTERSECTION NUMBER
XX = INBOUND PERCENTAGES
(XX) = OUTBOUND PERCENTAGES

FIGURE 5-1
PROJECT TRAFFIC DISTRIBUTION PATTERN

LINSCOTT, LAW & GREENSPAN, engineers

ZONE 2 LANDSLIDE MORATORIUM - PORTUGUESE BEND PROJECT



N

NOT TO SCALE

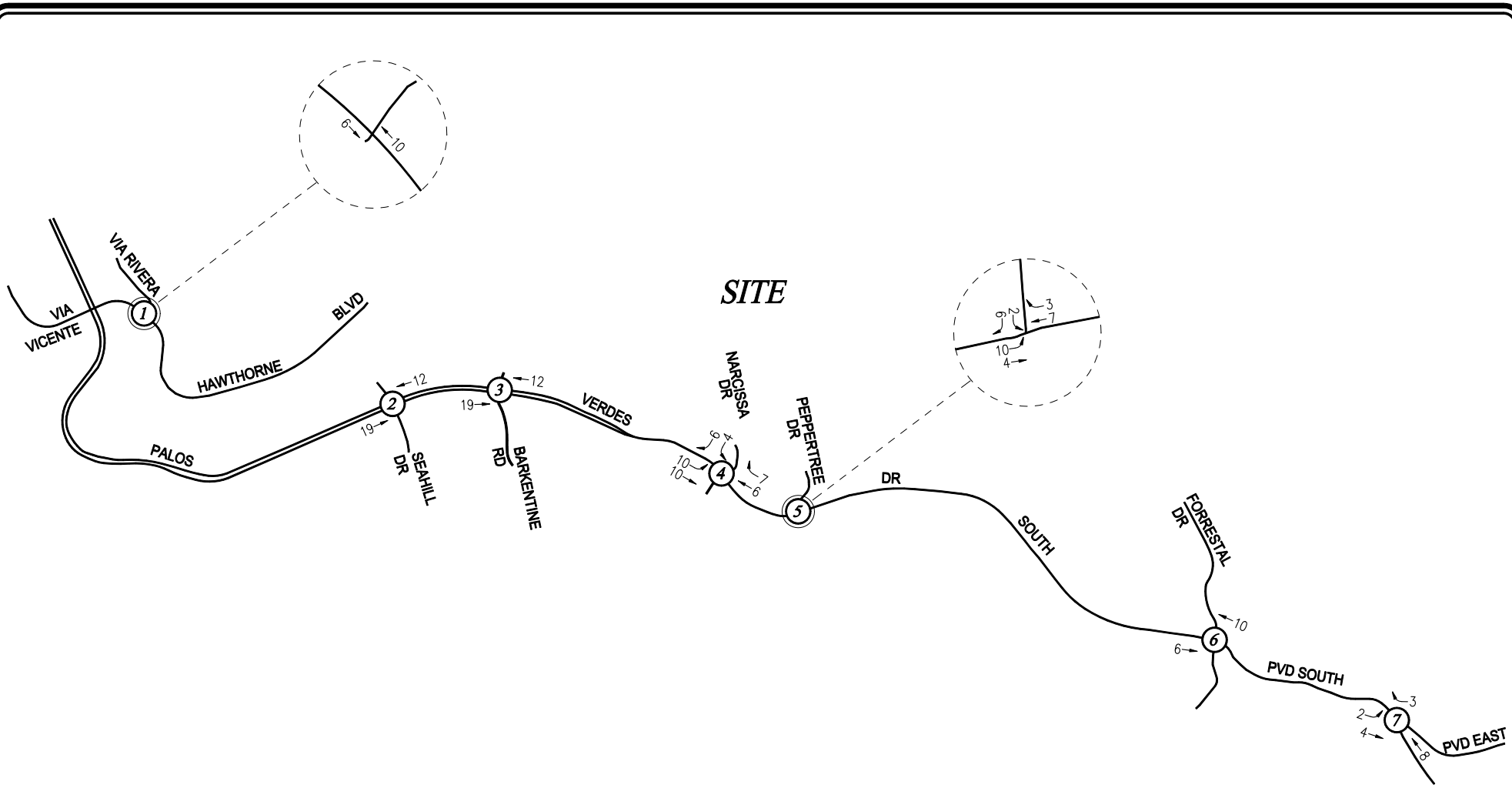
(X) = INTERSECTION NUMBER

FIGURE 5-2
PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

ZONE 2 LANDSLIDE MORATORIUM - PORTUGUESE BEND PROJECT



(X) = INTERSECTION NUMBER

N

NOT TO SCALE

FIGURE 5-3
PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

ZONE 2 LANDSLIDE MORATORIUM - PORTUGUESE BEND PROJECT

6.0 FUTURE TRAFFIC CONDITIONS

The forecast of future pre-project conditions was prepared in accordance with procedures outlined in Section 15130 of the California Environmental Quality Act (CEQA) Guidelines. Specifically, the CEQA Guidelines provides two options for developing the future traffic volume forecast:

> "(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or
>
> (B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency."

The traffic analysis is conservative in that for the future year 2020 pre-project condition, both option "A" and "B" have been incorporated into the analysis as outlined the CEQA Guidelines for purposes of developing the future year 2020 forecasts.

6.1 Ambient Traffic Growth

Horizon year, background traffic growth estimates have been calculated by using an ambient traffic growth factor. The ambient traffic growth factor is intended to include unknown related projects in the study area, as well as account for typical growth in traffic volumes due to the development of projects outside the study area. The future growth in traffic volumes has been calculated at 0.6 percent (0.6%) per year. The ambient growth factor was based on review of the background traffic growth estimates for the Palos Verdes area published in the *2010 Congestion Management Program for Los Angeles County*, which indicate that existing traffic volumes would be expected to increase at an annual rate of approximately 0.51 percent (0.51% per year) between years 2010 and 2020. However, in order to provide a conservative analysis, the higher ambient growth factor of 0.60 percent (0.60% per year) contained in the *2004 Congestion Management Program for Los Angeles County* was utilized in this analysis. Application of the ambient traffic growth factor to existing traffic volumes results in a 6.0 percent (6.0%) increase in existing traffic volumes to horizon Year 2020.

6.2 Related Projects Traffic Characteristics

In order to make a realistic estimate of future on-street conditions prior to implementation of the Zone 2 Landslide Moratorium - Portuguese Bend project, the status of other known development projects (related projects) in the area has been researched at the City of Rancho Palos Verdes, City of Rolling Hills Estates, and City of Los Angeles. With this information, the potential impact of the proposed project can be evaluated within the context of the cumulative impact of all ongoing development. Based on current research, 34 related projects are located in the project vicinity that have either been built, but not yet fully occupied, or are being processed for approval. These 34 related projects have been included as part of the cumulative background setting in Year 2020.

The location of the related projects and a brief description for each of the 34 related projects is described in ***Table 6-1***. The location of the related projects is graphically illustrated in ***Figure 6-1***. These related projects are expected to generate vehicular traffic, which may affect the operating conditions of the key study intersections.

Traffic volumes expected to be generated by the related projects were calculated using rates provided in the ITE *Trip Generation* manual. The related projects respective traffic generation for the weekday AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in *Table 6-1*. The assignment of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours are displayed in ***Figures 6-2*** and ***6-3***, respectively.

6.3 Existing With Project Traffic Volumes

The forecast weekday AM and PM peak hour with project traffic volumes (i.e., existing traffic volumes and proposed project traffic volumes) at the seven study intersections are illustrated in ***Figures 6-4*** and ***6-5***, respectively.

6.4 Year 2020 Traffic Volumes

6.4.1 *Year 2020 Future Pre-Project Traffic Volumes*

The Year 2020 future forecast weekday AM and PM peak hour pre-project traffic volumes (i.e., existing traffic volumes, ambient traffic growth to Year 2020 and related projects traffic volumes) at the seven study intersections are presented in ***Figures 6-6*** and ***6-7***, respectively.

6.4.2 *Year 2020 Future With Project Traffic Volumes*

The Year 2020 future forecast weekday AM and PM peak hour with project traffic volumes (i.e., existing traffic volumes, ambient traffic growth to Year 2020, related projects and proposed project traffic volumes) at the seven study intersections are illustrated in ***Figures 6-8*** and ***6-9***, respectively.

Table 6-1
LIST OF RELATED PROJECTS AND RELATED PROJECTS TRIP GENERATION FORECAST [1]

NO.	PROJECT STATUS	PROJECT NAME ADDRESS/LOCATION	LAND USE DATA LAND-USE	LAND USE DATA SIZE	PROJECT DATA SOURCE	WEEKDAY DAILY TRIP ENDS [2] VOLUMES	WEEKDAY AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	WEEKDAY PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
City of Rancho Palos Verdes												
R1	Partially Built	Trump National Golf Club Project (Ocean Trails) Palos Verdes Drive South/west of Shoreline Park	Single-Family Detached Housing Affordable Housing (5 Homes Built)	54 DU 4 DU	[3]	517 38	10 1	31 2	41 3	35 3	20 1	55 4
R2	Proposed	Chevron with Car Wash 27774 Hawthorne Boulevard	Gas Station With Convenience Market and Car Wash	6 VFP	[4]	917	37	35	72	43	41	84
R3	Built	Terranea Resort and Spa Project 6610 Palos Verdes Drive South	Resort Hotel Condominium Retail Restaurant Fitness Center Golf Course	550 Rooms 32 DU 20,000 GLSF 22,500 GLSF 22,000 GSF 9 Holes	[5], [6] [7] [8] [9] [10] [11]	6,263	195	118	313	247	252	499
R4	Proposed	Green Hills Memorial Park Master Plan Project 27501 South Western Avenue	Cemetery	27.3 Acres	[12]	129	4	1	5	8	15	23
R5	Proposed	Marymount College Facilities Expansion 30800 Palos Verdes Drive East (793 Student Enrollment Cap with 250-student Bachelor of Arts Degree Program and 150-student Weekend Enrollment)	Junior College Building Expansion (Demolish Existing Building) BA Degree Program (University) Junior College Jr. College Weekend Enrollment Incr.	77,504 SF (18,022) SF 250 Students (250) Students 67 Students	[13]	1,931	149	51	200	83	92	175
R6	Partially Built	TTM No. 52666 Project 3200 Palos Verdes Drive West	Single-Family Detached Housing (10 Homes Built)	3 DU	[3]	29	1	1	2	2	1	3
R7	Partially Built	Ocean Front Estates Project Seaward side of Palos Verdes Drive West terminus of Hawthorne Boulevard	Single-Family Detached Housing (74 Homes Built)	5 DU	[3]	48	1	3	4	3	2	5
R8	Under Construction	Trader Joe's Golden Cove Shopping Center 31176 Hawthorne Boulevard	Supermarket (Project Opened April 2010)	11,000 GLSF	[14]	1,125	24	15	39	59	57	116
R9	Approved	Point Vicente Animal Hospital 31270 Palos Verdes Drive West	Animal Hospital	5,759 GSF	[15]	270	17	6	23	11	16	27
R10	Permit Expired 10/09	Hawthorne/Crest Office Project 29941 Hawthorne Boulevard	Office	7,232 GSF	[16]	80	10	1	11	2	9	11
R11	Approved	Highridge Condominium Project 28220 Highridge Road	Condominium	28 DU	[7]	163	2	10	12	10	5	15
R12	Built	Salvation Army Crestridge College Project 30840 Hawthorne Boulevard	Apartment (Campus Housing) (Project Opened April 2009)	20 DU	[17]	133	2	8	10	8	4	12
R13	Proposed	Crestridge Estate LLC Project 5601 Crestridge Road	Senior Condominium Senior Center	90 DU 10,000 GSF	[18] [19]	313 229	4 10	8 6	12 16	8 6	6 9	14 15

Table 6-1 (Continued)
LIST OF RELATED PROJECTS AND RELATED PROJECTS TRIP GENERATION FORECAST [1]

NO.	PROJECT STATUS	PROJECT NAME ADDRESS/LOCATION	LAND USE DATA LAND-USE	LAND USE DATA SIZE	PROJECT DATA SOURCE	WEEKDAY DAILY TRIP ENDS [2] VOLUMES	WEEKDAY AM PEAK HOUR VOLUMES [2] IN	AM OUT	AM TOTAL	WEEKDAY PM PEAK HOUR VOLUMES [2] IN	PM OUT	PM TOTAL
City of Rancho Palos Verdes (continued)												
R14	Approved	St. John Fisher Church Project 5488 Crest Road	Day Care Center Proposed new building area Existing to be demolished	40 Students 32,426 GSF (10,329) GSF	[20] [21] [21]	179 295 (94)	17 11 (4)	15 7 (2)	32 18 (6)	16 9 (3)	17 9 (3)	33 18 (6)
R15	Under Construction	Mirandella Project Northwest corner of Crenshaw Boulevard/Crestridge Road	Senior Apartment	34 DU	[22]	272	2	16	18	16	9	25
R16	Proposed	Annenberg Project at Lower Point Vicente 31501 Palos Verdes Drive West	Multi-Use Educational and Interpretive Center	35,200 SF	[23]	596	81	30	111	51	59	110
City of Rolling Hills Estates												
RH1	Proposed	Rolling Hills Covenant Church Project 2221-2222 Palos Verdes Drive North	Church	1,650 Seats	[24]	1,000	68	28	96	41	59	100
RH2	Proposed	Tanglewood Subdivision Project Northeast corner of Roling Hills/Tanglewood Lane	Single-Family Detached Housing	3 DU	[3]	29	1	1	2	2	1	3
RH3	Built/ Partially Occupied	Silver Spur Court Project 981 Silver Spur Road	Condominium	18 DU	[7]	105	1	7	8	6	3	9
RH4	Built/ Partially Occupied	Rolling Hills Villas Project 901 Deep Valley Drive	Senior Condominium Retail	41 DU 1,526 GLSF	[18] [8]	143 66	2 1	3 1	5 2	4 3	3 3	7 6
RH5	Approved	Crest Road Building Project 5883 Crest Road	Office Retail	4,545 GSF 1,215 GLSF	[16] [8]	50 52	6 1	1 0	7 1	1 2	6 3	7 5
RH6	Proposed	Butcher Ranch Subdivision Project Palos Verdes Drive North and Montecillo Drive	Single-Family Detached Housing	11 DU	[3]	105	2	6	8	7	4	11
RH7	Proposed	Chandler Ranch/Rolling Hills Country Club Project 26311 & 27000 Palos Verdes Drive East	Single-Family Detached Housing Quality Restaurant Health/Fitness Club Tennis Courts New Social Club Members	114 DU 338 Seats 7,150 GSF 5 TC 100 Members	[25], [3] [26] [10] [27] [28]	1,486	24	42	66	152	70	222
RH8	Approved	627 Deep Valley Drive	Condominium Retail 10% Pass-By 10% Internal Capture Existing Car Wash Existing Auto Repair	58 DU 5,810 GSF (13,608) SF (13,608) SF	[29], [30] [8] [31] [32]	636	(2)	15	13	30	21	51
RH9	Proposed	Brickwalk LLC Residential Project 655-683 Deep Valley Drive and 924-950 Indian Peak Road	Condominium Retail	148 DU 14,200 GLSF	[7] [8]	860 610	11 9	54 5	65 14	52 26	25 27	77 53

Table 6-1 (Continued)
LIST OF RELATED PROJECTS AND RELATED PROJECTS TRIP GENERATION FORECAST [1]

NO.	PROJECT STATUS	PROJECT NAME ADDRESS/LOCATION	LAND USE DATA LAND-USE	LAND USE DATA SIZE	PROJECT DATA SOURCE	WEEKDAY DAILY TRIP ENDS [2] VOLUMES	WEEKDAY AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	WEEKDAY PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
City of Rolling Hills Estates (continued)												
RH10	Approved	827 Deep Valley Drive	Senior Condominium	16 DU	[7]	93	1	6	7	5	3	8
RH11	Approved	Mediterranean Village Project	Condominium	75 DU	[7]	436	6	27	33	26	13	39
		927 Deep Valley Drive	Retail	2,000 GLSF	[8]	86	1	1	2	3	4	7
RH12	Approved	Silverdes Medical Office Project	Medical Office	24,518 GSF	[33]	886	48	13	61	25	66	91
		828 Silver Spur Road	Office	5,124 GSF	[16]	56	7	1	8	1	7	8
RH13	Proposed	Continental Development Project	Condominium	70 DU	[7]	407	5	26	31	24	12	36
		627 Silver Spur Road	Commercial	30,000 GLSF	[16]	330	41	6	47	8	37	45
RH14	Proposed	Silver Center Project 449 Silver Spur Road	Retail/Commercial	4,745 GLSF	[8]	204	3	2	5	9	9	18
RH15	Proposed	Promenade Peninsula Project	Condominium	66 DU	[7]	383	5	24	29	23	11	34
		550 Deep Valley Drive	Retail	16,620 GLSF	[8]	714	10	7	17	30	32	62
RH16	Proposed	2901 Palos Verdes Drive North	Single-Family Detached Housing	3 DU	[3]	29	1	1	2	2	1	3
City of Los Angeles												
LA1	Proposed	Ponte Vista Project	Multi-Family	385 DU	[7]	2,256	29	140	169	134	66	200
		26900 South Western Avenue	Condominium	630 DU	[7]	3,692	47	230	277	220	108	328
			Senior Housing	380 DU	[18]	1,322	14	16	30	26	16	42
LA2	Built/ Partially Occupied	Seaport Condos Project	Condominium	140 DU	[7]	813	11	51	62	49	24	73
TOTAL						**30,282**	**927**	**1,076**	**1,924**	**1,528**	**1,255**	**2,653**

[1] Source: City of Rancho Palos Verdes Planning Department, City of Rancho Palos Verdes Estates Planning Department, City of Rolling Hills Planning Department, City of Rolling Hills Estates Planning Department, and City of Los Angeles Department of Transportation. The peak hour traffic volumes were forecast based on either related projects data obtained from the respective agencies or applied trip rates as provided in the ITE "Trip Generation", 8th Edition, 2008 (as referenced in the Project Data Source column).

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 210 (Single Family Detached Housing) trip generation average rates.

[4] ITE Land Use Code 946 (Gasoline/Service Station with Convenience Market and Car Wash) trip generation average rates. Saturday PM mid-day peak hour traffic volumes represent ten percent of the Saturday daily trip generation forecast.

[5] The AM and PM peak hour trip generation forecast obtained from the Revised Long Point Resort Project Traffic Impact Analysis, prepared by Urban Crossroads, January 2001. Saturday trip generation forecast based on ITE Trip Generation manual trip generation rates for Saturday.

[6] ITE Land Use Code 330 (Resort Hotel) trip generation average rates.

[7] ITE Land Use Code 230 (Residential Condominium/Townhome) trip generation average rates.

[8] ITE Land Use Code 820 (Shopping Center) trip generation average rates.

[9] ITE Land Use Code 932 (High-Turnover Restaurant) trip generation average rates.

[10] ITE Land Use Code 492 (Health/Fitness Center) trip generation average rates.

[11] ITE Land Use Code 430 (Golf Course) trip generation average rates.

[12] ITE Land Use Code 566 (Cemetary) trip generation average rates.

[13] Source: Marymount College Facilities Expansion Project Bachelor of Arts Degree Program Environmental Impact Report Appendix D, January 2010.

[14] ITE Land Use Code 850 (Supermarket) trip generation average rates.

[15] ITE Land Use Code 640 (Animal Hospital/Veterinary Clinic) trip generation average rates. Daily and Saturday trip generation rates not provided in the ITE Trip Generation manual. Thus, it is assumed that the PM peak hour traffic volumes represent ten percent of the daily trip generation forecast and the Saturday trip generation forecast based on PM peak hour trip generation rates.

[16] ITE Land Use Code 710 (General Office Building) trip generation average rates.

Table 6-1 (Continued)
LIST OF RELATED PROJECTS AND RELATED PROJECTS TRIP GENERATION FORECAST [1]

[17] ITE Land Use Code 220 (Apartment) trip generation average rates.

[18] ITE Land Use Code 252 (Senior Adult Housing-Attached) trip generation average rates.

[19] ITE Land Use Code 495 (Recreational Community Center) trip generation average rates.

[20] ITE Land Use Code 565 (Day Care Center) trip generation average rates.

[21] ITE Land Use Code 560 (Church) trip generation average rates.

[22] The AM and PM peak hour trip generation forecast based on County of Los Angeles trip generation rates for townhomes/condominiums consistent with the *Traffic Impact Analysis for Senior Apartment Project* , prepared by LLG Engineers, January 15, 2009.

[23] Source: *Traffic Impact Study, The Annenberg Project at Lower Point Vicente, City of Rancho Palos Verdes, California* , May 18, 2010, prepared by LLG Engineers.

[24] Source: City of Rolling Hills Planning Department
Saturday trip generation forecast based on ITE Land Use Code 252 trip generation rates for Saturday.

[25] The AM and PM peak hour trip generation forecast obtained from the Chandler Ranch/Rolling Hills Country Club Project DEIR, April 30, 2009. Saturday trip generation forecast based on ITE Trip Generation manual.

[26] ITE Land Use Code 931 (Quality Restaurant) trip generation average rates.

[27] ITE Land Use Code 490 (Tennis Courts) trip generation average rates.

[28] ITE trip rates not provided in the ITE Trip Generation manual. Saturday new member trips calculated based on existing clubhouse trips during the PM peak hour.

[29] The AM and PM peak hour trip generation forecast obtained from the Traffic Impact Analysis, 627 Deep Valley Drive Residential Mixed-Use Development, prepared by DKS Assocaites, October 13, 2005. Saturday trip generation forecast based on ITE Trip Generation manual.

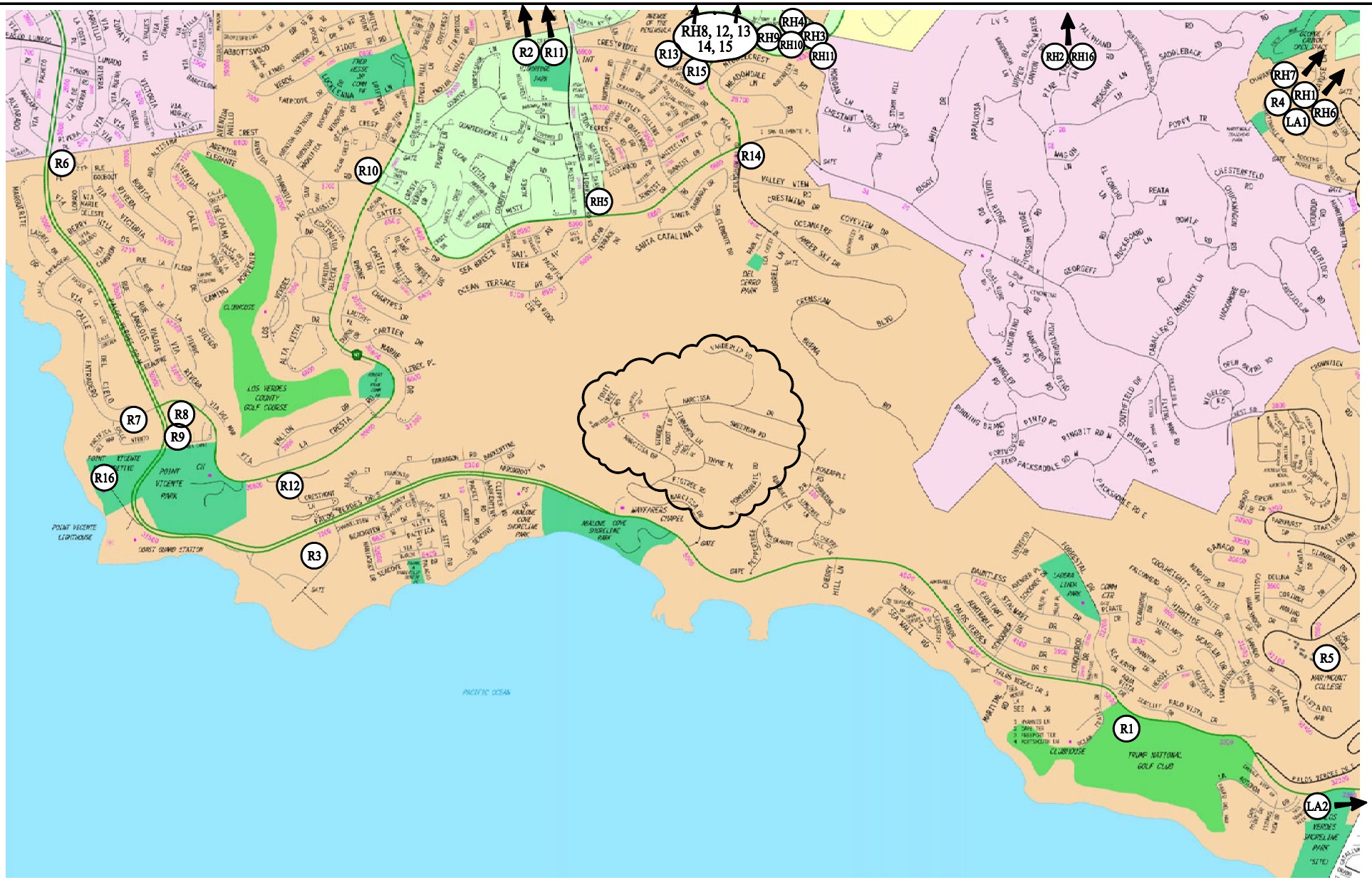
[30] ITE Land Use Code 232 (High-Rise Condominium) trip generation average rates.

[31] ITE Land Use Code 948 (Automated Car Wash) trip generation average rates.

[32] ITE Land Use Code 943 (Automobile Parts and Service Center) trip generation average rates.

[33] ITE Land Use Code 720 (Medical/Dental Office) trip generation average rates.

n/a = not available



MAP SOURCE: THOMAS BROS. GUIDE

PROJECT AREA

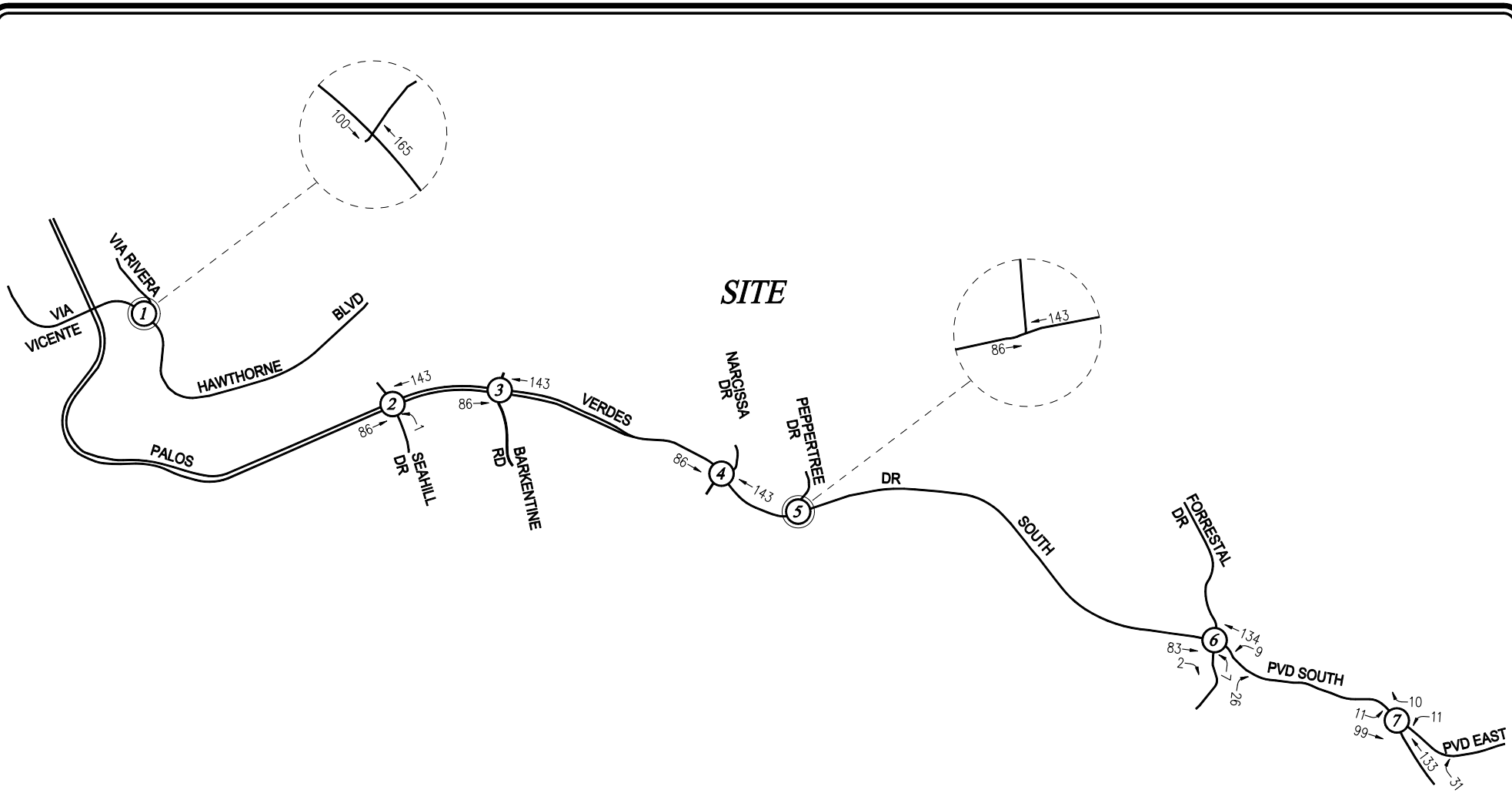
N

NOT TO SCALE

FIGURE 6-1
LOCATION OF RELATED PROJECTS

LINSCOTT, LAW & GREENSPAN, engineers

ZONE 2 LANDSLIDE MORATORIUM - PORTUGUESE BEND PROJECT



N

NOT TO SCALE

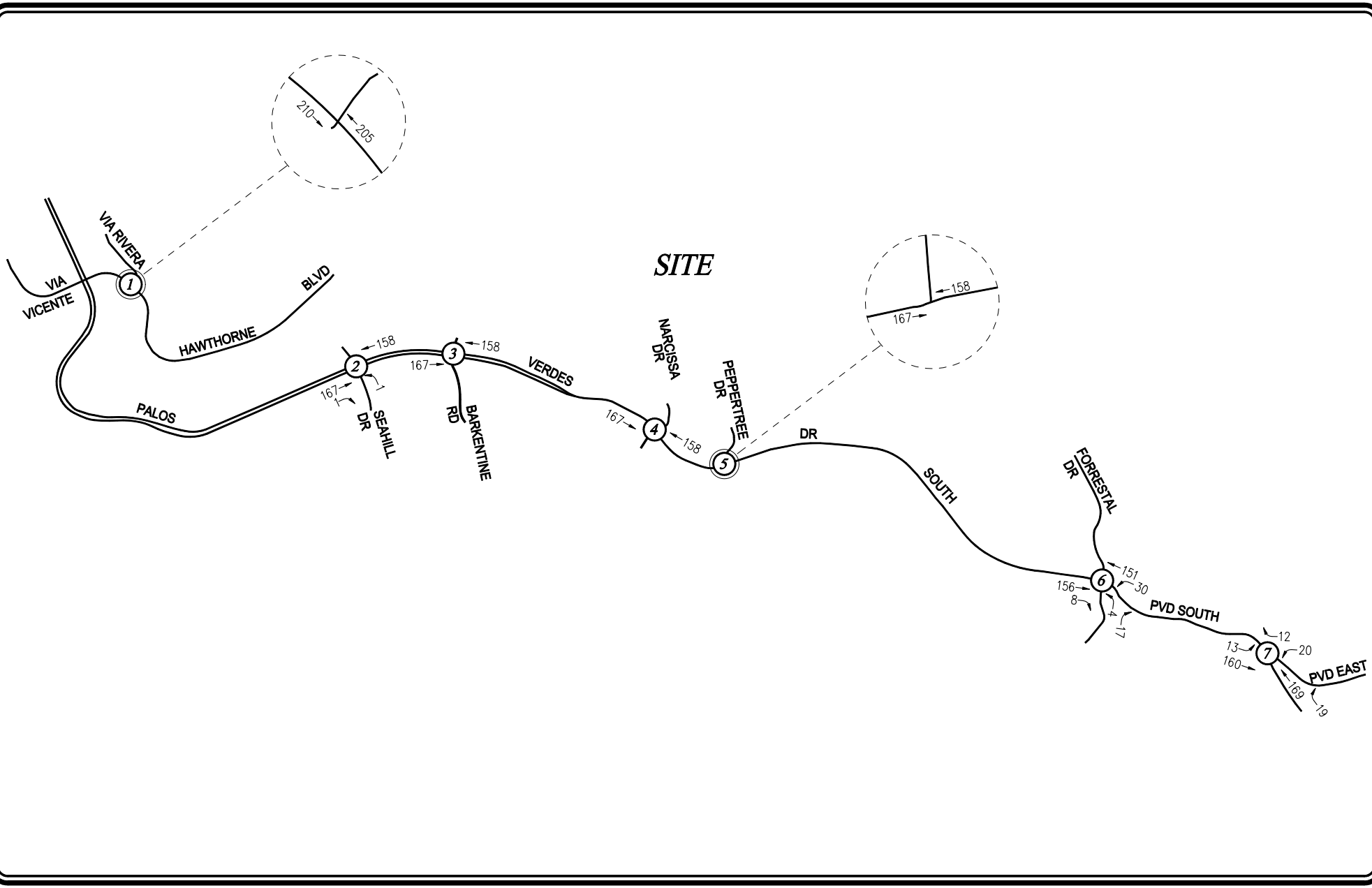
(X) = INTERSECTION NUMBER

FIGURE 6-2
RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

ZONE 2 LANDSLIDE MORATORIUM - PORTUGUESE BEND PROJECT



N

NOT TO SCALE

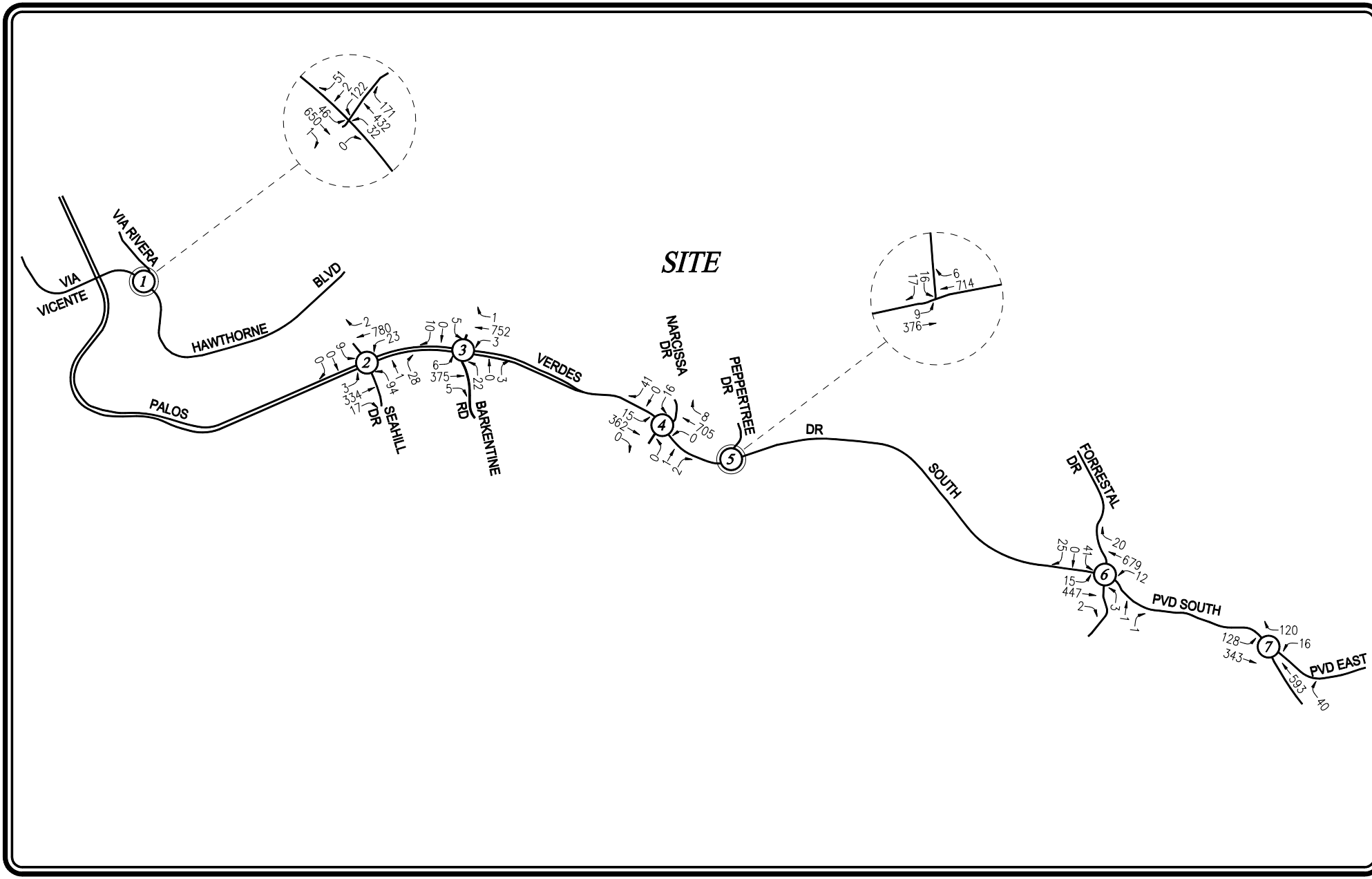
(X) = INTERSECTION NUMBER

FIGURE 6-3
RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

ZONE 2 LANDSLIDE MORATORIUM - PORTUGUESE BEND PROJECT



(X) = INTERSECTION NUMBER

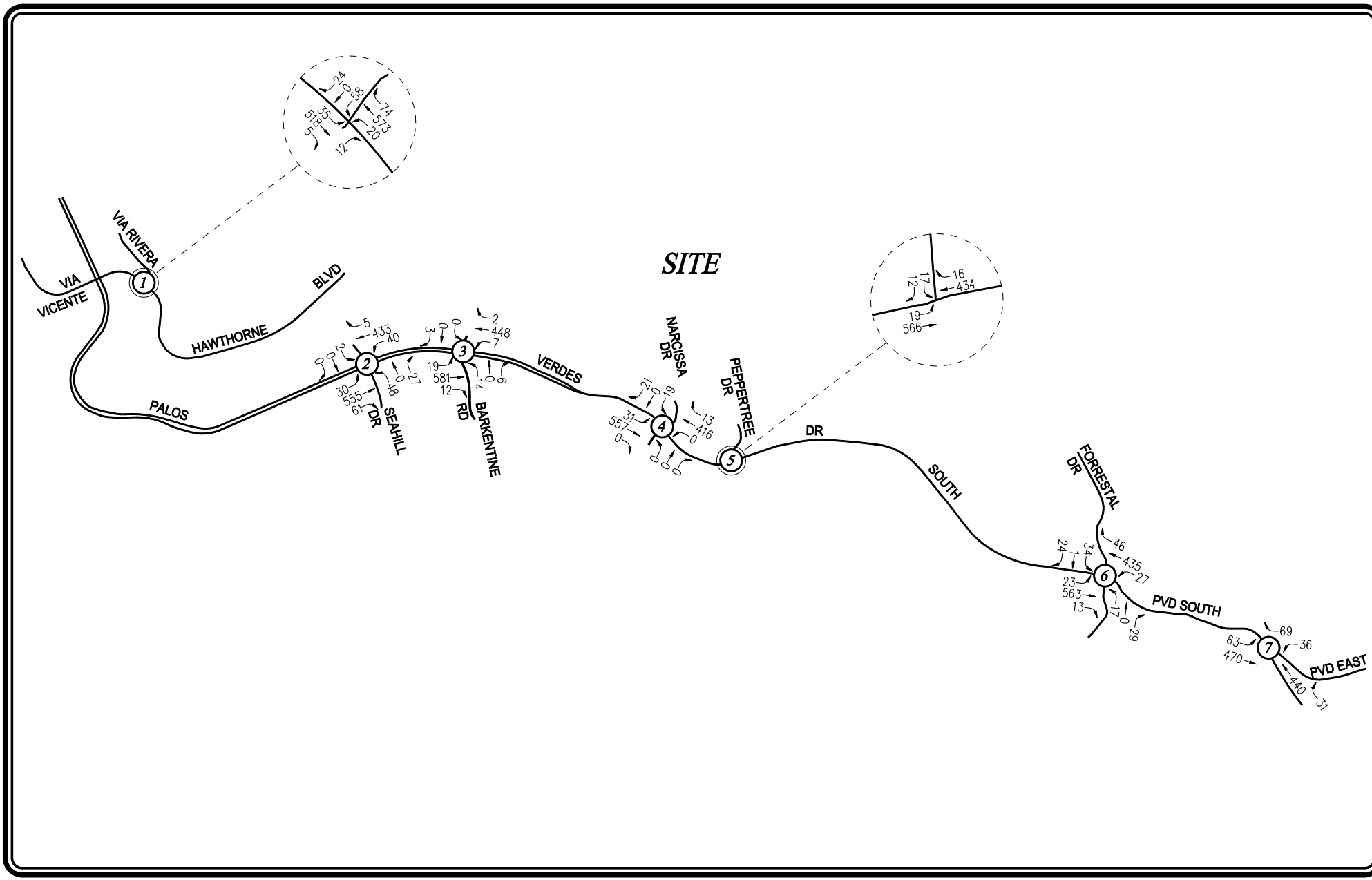
N

NOT TO SCALE

FIGURE 6-4
EXISTING WITH PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

ZONE 2 LANDSLIDE MORATORIUM - PORTUGUESE BEND PROJECT



(X) = INTERSECTION NUMBER

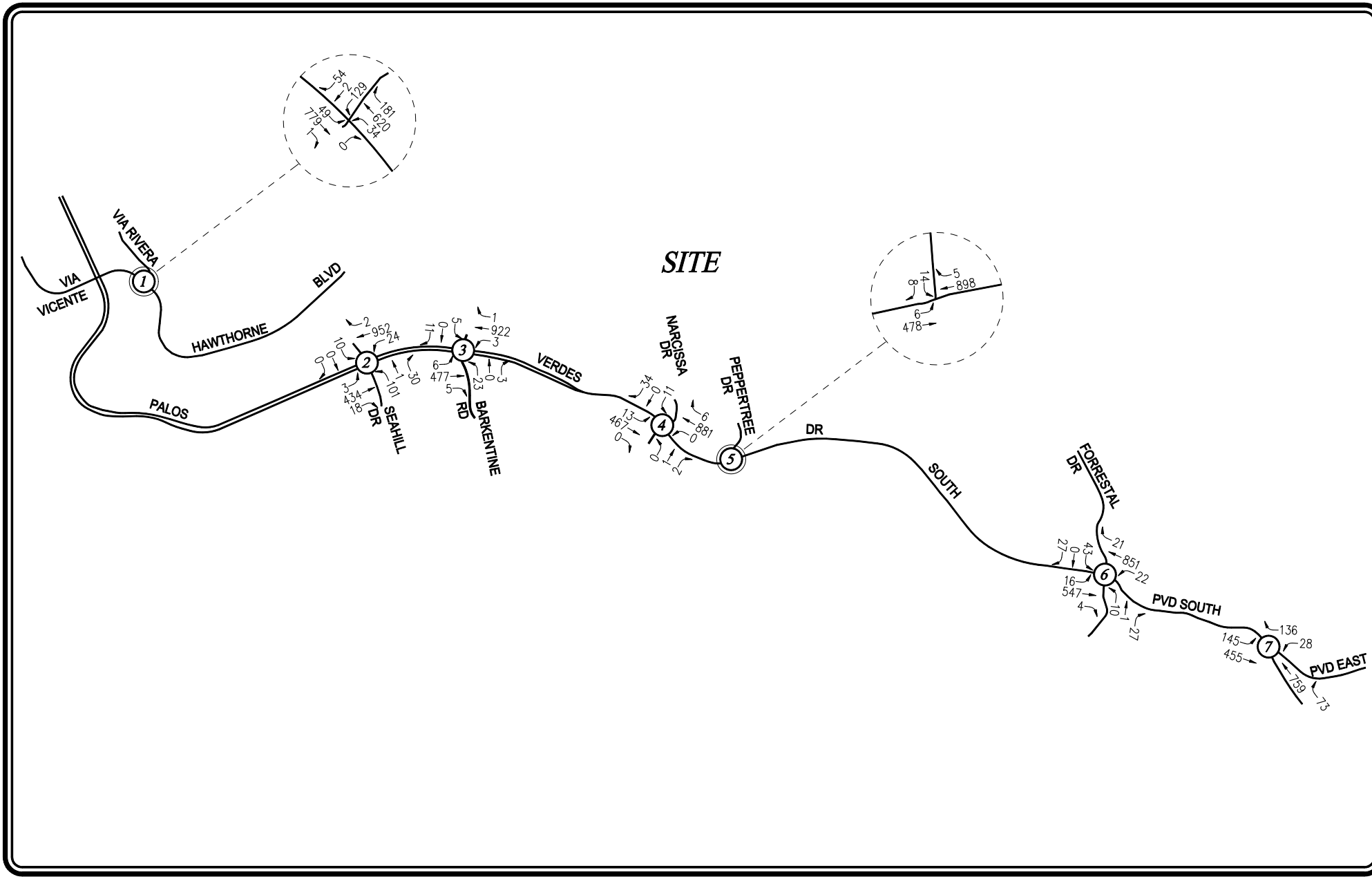
N

NOT TO SCALE

FIGURE 6-5
EXISTING WITH PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

ZONE 2 LANDSLIDE MORATORIUM - PORTUGUESE BEND PROJECT



N

NOT TO SCALE

(X) = INTERSECTION NUMBER

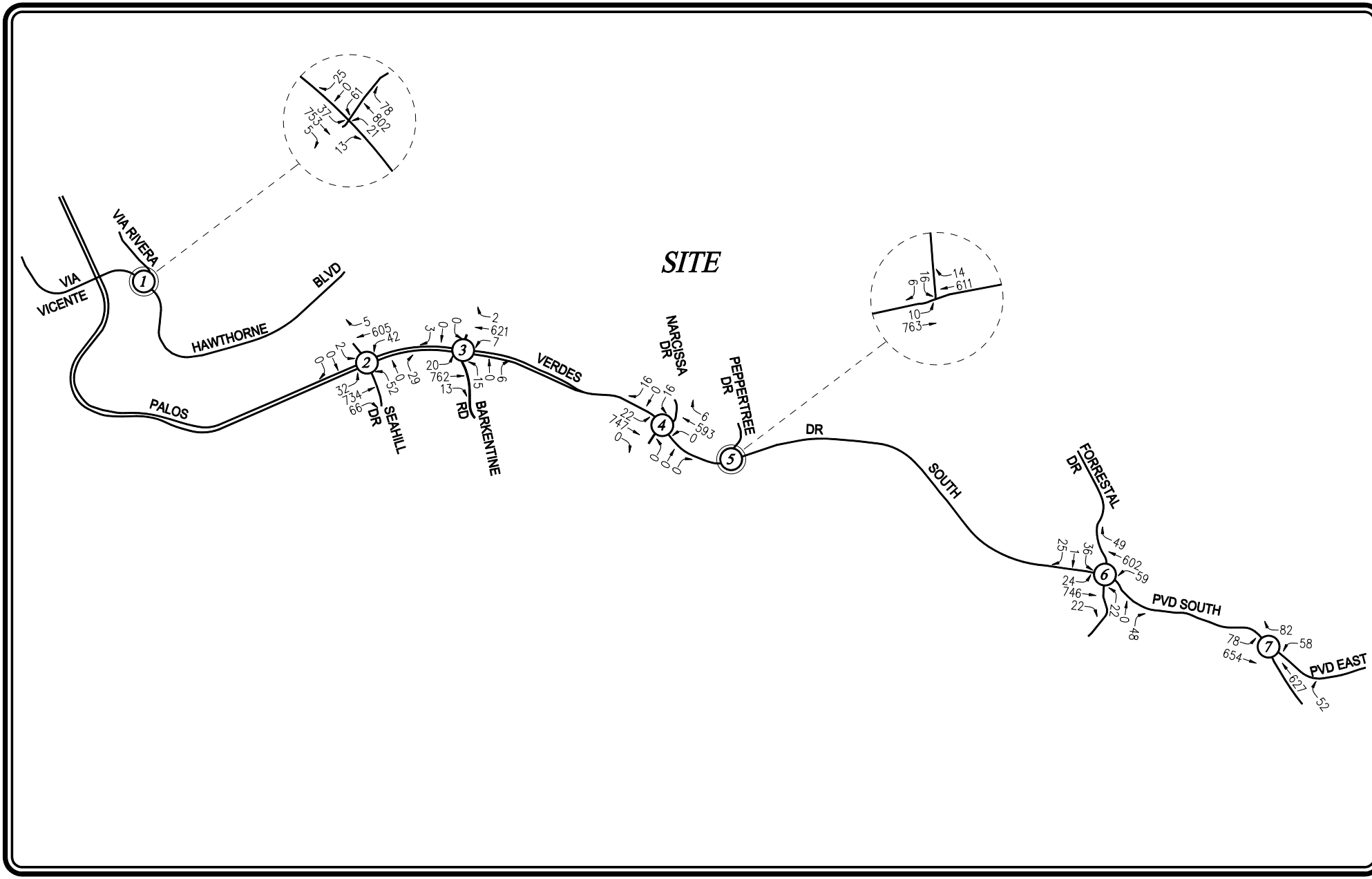
FIGURE 6-6

YEAR 2020 FUTURE PRE-PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

ZONE 2 LANDSLIDE MORATORIUM - PORTUGUESE BEND PROJECT



(X) = INTERSECTION NUMBER

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NOT TO SCALE

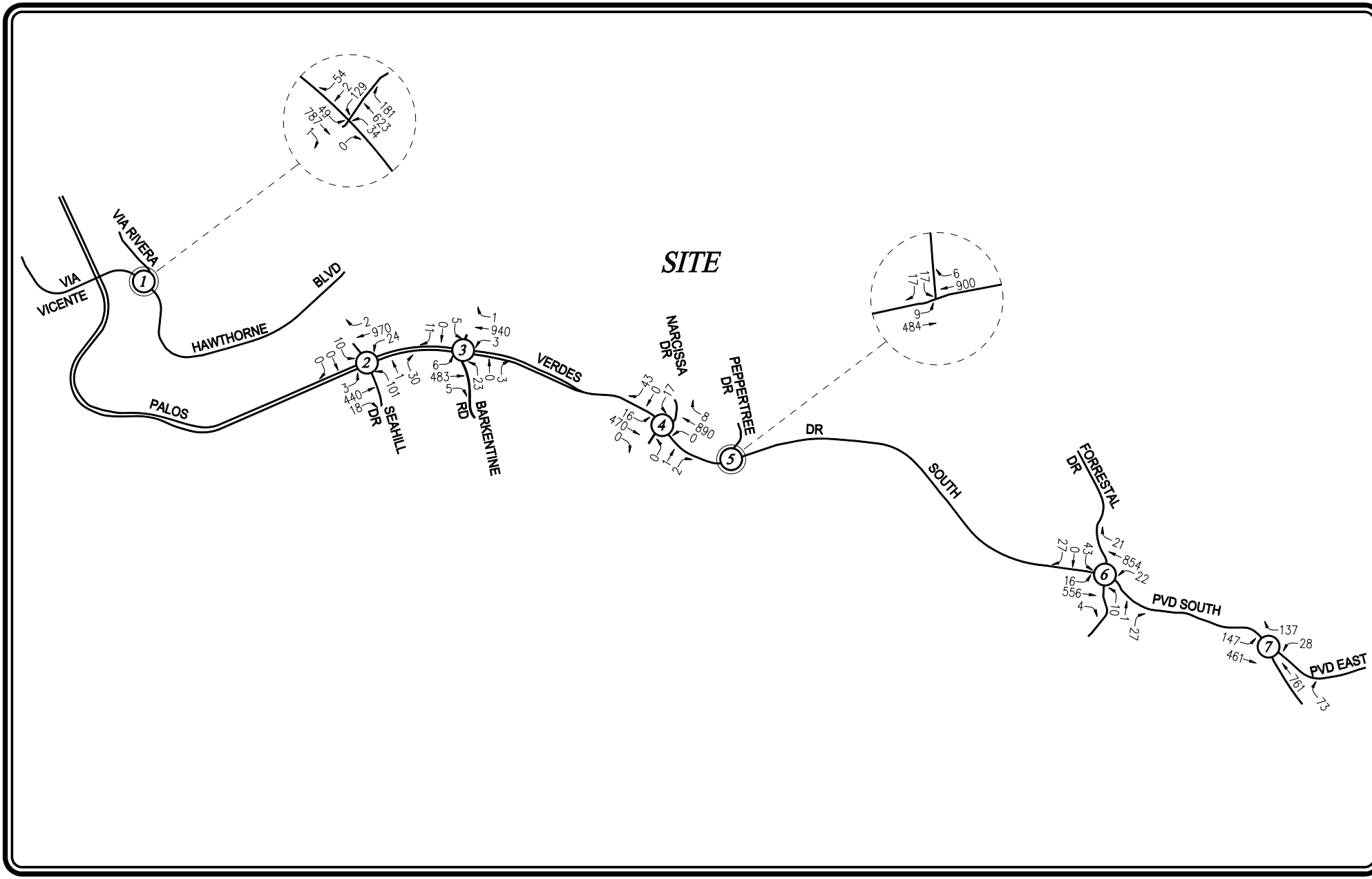
FIGURE 6-7

YEAR 2020 FUTURE PRE-PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

ZONE 2 LANDSLIDE MORATORIUM - PORTUGUESE BEND PROJECT



(X) = INTERSECTION NUMBER

N

NOT TO SCALE

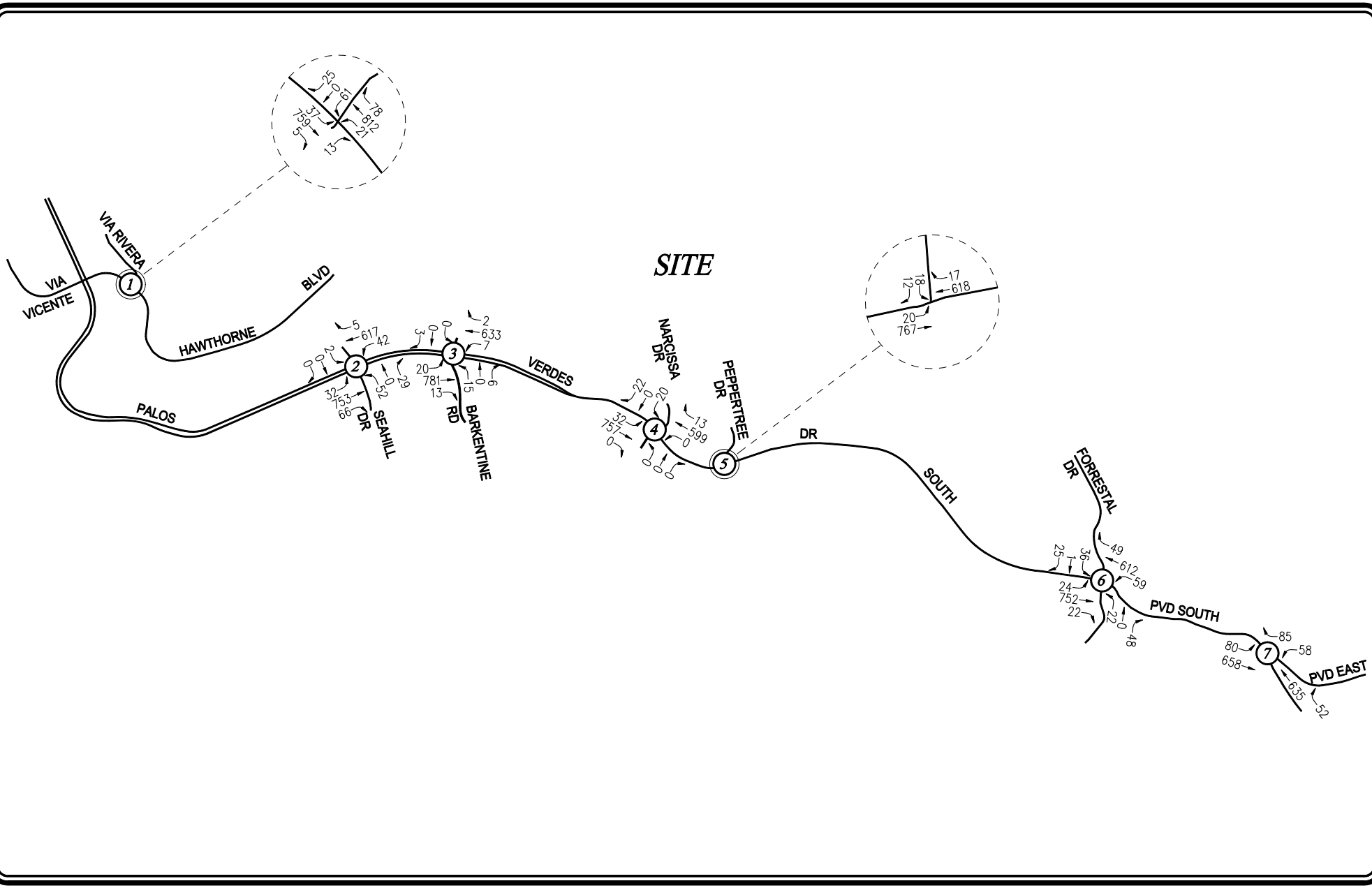
FIGURE 6-8

YEAR 2020 FUTURE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

ZONE 2 LANDSLIDE MORATORIUM - PORTUGUESE BEND PROJECT



N

NOT TO SCALE

(X) = INTERSECTION NUMBER

FIGURE 6-9

YEAR 2020 FUTURE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

ZONE 2 LANDSLIDE MORATORIUM - PORTUGUESE BEND PROJECT

7.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

7.1 Impact Criteria and Thresholds

The relative impact of the added project traffic volumes generated by the proposed Zone 2 Landslide Moratorium - Portuguese Bend project during the AM and PM peak hours was evaluated based on analysis of future operating conditions at the seven study intersections, without, then with the proposed project. The previously discussed capacity analysis procedures were utilized to investigate the future volume-to-capacity relationships and service level characteristics at each study intersection. The significance of the potential project impacts at each key intersection was then evaluated using the traffic impact criteria employed for projects in the City of Rancho Palos Verdes. The City of Rancho Palos Verdes's target for peak hour intersection operation is LOS D or better.

7.1.1 *Signalized Intersections*

The City of Rancho Palos Verdes utilizes the County of Los Angeles traffic thresholds of significance for signalized intersections. The significance of the potential project generated traffic impacts at the signalized intersections was identified using criteria set forth in the Los Angeles County Department of Public Works' *Traffic Impact Analysis Report Guidelines*[5]. According to the County's published guidelines, the impact is considered significant if the project-related increase in the *v/c* ratio equals or exceeds the thresholds presented in ***Table 7-1***.

TABLE 7-1
SIGNALIZED INTERSECTION IMPACT THRESHOLD CRITERIA

Pre-Project ICU	Level of Service	Project Related Increase in ICU
≥ 0.71 - 0.80	C	equal to or greater than 0.04
≥ 0.81 - 0.90	D	equal to or greater than 0.02
≥ 0.91 or more	E/F	equal to or greater than 0.01

As indicated in *Table 7-1*, the project-related increase in ICU value for the signalized intersections that defines a significant impact varies with LOS. At LOS C or D the threshold of significance is an increase of 0.04 or greater 0.02 or greater, respectively, in the ICU value for signalized intersections. This is reduced to 0.01 or greater under LOS E and F.

[5] *Los Angeles County Traffic Impact Analysis Report Guidelines*, Los Angeles County Department of Public Works, January 1, 1997.

7.1.2 *Unsignalized Intersections*

The City of Rancho Palos Verdes has established the following thresholds of significance for unsignalized intersections:

- A significant impact would occur at an unsignalized intersection when the addition of project-generated trips causes the peak hour level of service of the intersection to change from acceptable operation (LOS D or better) to deficient operation (LOS E or F); or

- A significant impact would occur at an unsignalized intersection if the peak hour level of service of the intersection is LOS E or F and the addition of project-generated trips changes the delay by 2.0 seconds or more.

7.2 Traffic Impact Analysis Scenarios

Volume/capacity calculations have been performed for the key study intersections for the following traffic conditions:

(a) Existing traffic conditions;

(b) Scenario (a) with project traffic;

(c) Scenario (b) with mitigation, if necessary.

(d) Scenario (a) with ambient growth traffic to the Year 2020 at 0.6% per year plus related projects traffic;

(e) Scenario (d) with project traffic to the Year 2020; and

(g) Scenario (e) with mitigation, if necessary.

8.0 PEAK HOUR INTERSECTION CAPACITY ANALYSIS

8.1 Existing Conditions

The peak hour Level of Service results at the seven study intersections for the existing conditions are summarized in ***Table 8-1***. The first column [1] of ICU/LOS and HCM/LOS values in *Table 8-1* presents a summary of the existing AM and PM peak hour traffic conditions (which were also presented in *Table 4-5*). The second column [2] presents projected existing with project traffic conditions based on the addition of the proposed project traffic. The third column [3] shows the change in ICU value or delay value due to the added peak hour project trips and indicates whether the traffic associated with the project will have a significant impact based on the City of Rancho Palos Verdes LOS standards and the significance impact threshold criteria defined in this report. The ICU and HCM data worksheets for the seven analyzed intersections for the weekday AM and PM peak hours are contained in *Appendix B*.

8.1.1 *Existing Traffic Conditions*

As shown in column [1] of *Table 8-1* (previously presented in *Table 4-5*), six of the seven study intersections are currently operating at acceptable Levels of Service (i.e., LOS D or better) during the weekday AM and PM peak hours. The remaining study intersection (Intersection No. 1, Via Rivera/Hawthorne Boulevard) is current operating at LOS E during the AM peak hour and LOS D during the PM peak hour. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in *Figures 4-3* and *4-4*, respectively.

8.1.2 *Existing With Project Conditions*

As shown in columns [2] and [3] of *Table 8–1*, application of the City's threshold criteria to the "Existing With Project Conditions" scenario indicates that the proposed project is not expected to create significant impacts at any of the seven study intersections. Incremental, but not significant, impacts are noted at the study intersections. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections under the "Existing With Project Conditions". The existing with project traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in *Figures 6-4* and *6-5*, respectively.

8.2 Year 2020 Future Traffic Conditions

The peak hour Level of Service results at the seven study intersections for the Year 2020 horizon year are summarized in ***Table 8-2***. The first column [1] of ICU/LOS and HCM/LOS values in *Table 8-2* presents a summary of the projected Year 2020 future pre-project traffic conditions based on future intersection geometry, where applicable, existing traffic volumes with the addition of ambient growth, and related projects traffic volumes. It is important to note that any intersection improvements/mitigation measures associated with the related projects have been incorporated as part of this condition for purposes of this analysis. The second column [2] presents projected Year 2020 future with project traffic conditions based on the addition of the proposed project traffic. The third column [3] shows the change in ICU value or delay value due to the added peak hour project trips and indicates whether the traffic associated with the project will have a significant impact based on the City of Rancho Palos Verdes LOS standards and the significance impact threshold criteria

TABLE 8-1
EXISTING WITH PROJECT INTERSECTION LEVELS OF SERVICE SUMMARY

Int No.	Key Intersection	Unsignalized (1)/ Signalized (2)	Time Period	[1] Existing Traffic Conditions			[2] Existing + Project Traffic Conditions			[3] Change in V/C or Delay	[3] Significant Impact
				Delay	V/C	LOS [a]	Delay	V/C	LOS [a]	[(2-1)]	[b],[c]
1	Via Rivera/ Hawthorne Boulevard	1	AM PM	38.6 29.4	0.572 0.342	E D	39.6 30.3	0.579 0.351	E D	1.0 0.9	NO NO
2	Tramonto Drive-Seahill Drive/ Palos Verdes Drive South	1	AM PM	27.6 23.6	0.396 0.274	D C	28.5 24.7	0.407 0.288	D C	0.9 1.1	NO NO
3	Barkentine Road/ Palos Verdes Drive South	1	AM PM	18.9 18.7	0.091 0.067	C C	19.3 19.4	0.094 0.070	C C	0.4 0.7	NO NO
4	Narcissa Drive/ Palos Verdes Drive South	1	AM PM	17.8 16.1	0.085 0.069	C C	19.2 16.6	0.110 0.092	C C	1.4 0.5	NO NO
5	Peppertree Drive/ Palos Verdes Drive South	1	AM PM	20.0 18.4	0.068 0.069	C C	19.2 17.8	0.086 0.082	C C	-0.8 -0.6	NO NO
6	Forrestal Drive/ Palos Verdes Drive South	1	AM PM	31.3 26.6	0.315 0.251	D D	32.0 27.4	0.322 0.258	D D	0.7 0.8	NO NO
7	Palos Verdes Drive East/ Palos Verdes Drive South	1	AM PM	17.0 16.3	0.271 0.175	C C	17.1 16.5	0.274 0.180	C C	0.1 0.2	NO NO

[a] Level of Service (LOS) is based on the delay for unsignalized intersections and on the reported ICU value for signalized intersections.

[b] For signalized intersections, the City of Rancho Palos Verdes utilizes the County of Los Angeles traffic thresholds of significance. According to the County of Los Angeles Department of Public Works' "Traffic Impact Analysis Report Guidelines, "January 1, 1997, Page 6: "an impact is considered significant if the project related increase in the volume-to-capacity ratio (v/c) equals or exceeds the thresholds shown below:

Level of Service	Pre-Project ICU	Project-Related Increase in V/C
C	>= 0.71 - 0.80	equal to or greater than 0.040
D	>= 0.81 - 0.90	equal to or greater than 0.020
E/F	>= 0.91	equal to or greater than 0.010

[c] For unsignalized intersections, the City of Rancho Palos Verdes has established the following thresholds of signficance:
- A significant impact would occur at an unsignalized intersection when the addition of project-generated trips causes the peak hour level of service of the intersection to change from acceptable operation (LOS D or better) to deficient operation (LOS E or F); or
- A significant impact would occur at an unsignalized intersection if the peak hour level of service of the intersection is LOS E or F and the addition of project-generated trips changes the delay by 2.0 seconds or more.

TABLE 8-2
YEAR 2020 WITH PROJECT INTERSECTION LEVELS OF SERVICE SUMMARY

Int No.	Key Intersection	Unsignalized (1)/ Signalized (2)	Time Period	[1] Year 2020 Future Pre-Project Traffic Conditions			[2] Year 2020 Future With Project Traffic Conditions			[3] Change in V/C or Delay	[3] Significant Impact	[4] Year 2020 Future With Project + Mitigation			[5] Change in V/C or Delay	[5] Significant Impact
				Delay	V/C	LOS [a]	Delay	V/C	LOS [a]	[(3-2)]	[b],[c]	Delay	V/C	LOS [a]	[(3-2)]	[b],[c]
1	Via Rivera/ Hawthorne Boulevard	1	AM	137.3	0.954	F	141.7	0.966	F	4.4	YES	91.7	0.966	F	-45.6	NO
			PM	97.0	0.726	F	102.3	0.744	F	5.3	YES	86.0	0.744	F	-11.0	NO
2	Tramonto Drive-Seahill Drive/ Palos Verdes Drive South	1	AM	44.6	0.616	E	47.0	0.633	E	2.4	YES	20.5	---	C	-24.1	YES
			PM	49.5	0.524	E	53.3	0.549	F	3.8	YES	22.3	---	C	-27.2	YES
3	Barkentine Road/ Palos Verdes Drive South	1	AM	26.2	0.141	D	26.9	0.145	D	0.7	NO	26.9	0.145	D	0.7	NO
			PM	29.3	0.123	D	30.5	0.129	D	1.2	NO	30.5	0.129	D	1.2	NO
4	Narcissa Drive/ Palos Verdes Drive South	1	AM	24.5	0.117	C	27.6	0.187	D	3.1	NO	27.6	0.187	D	3.1	NO
			PM	24.5	0.131	C	25.9	0.174	D	1.4	NO	25.9	0.174	D	1.4	NO
5	Peppertree Drive/ Palos Verdes Drive South	1	AM	28.5	0.113	D	27.2	0.141	D	-1.3	NO	27.2	0.141	D	-1.3	NO
			PM	29.6	0.131	D	28.5	0.156	D	-1.1	NO	28.5	0.156	D	-1.1	NO
6	Forrestal Drive/ Palos Verdes Drive South	1	AM	75.8	0.626	F	78.6	0.640	F	2.8	YES	---	0.739	C	0.113	YES
			PM	87.4	0.653	F	91.9	0.673	F	4.5	YES	---	0.708	C	0.055	YES
7	Palos Verdes Drive East/ Palos Verdes Drive South	1	AM	10.4	0.394	B	10.8	0.398	B	0.4	NO	10.8	0.398	B	0.4	NO
			PM	10.1	0.548	B	11.1	0.563	B	1.0	NO	11.1	0.563	B	1.0	NO

[a] Level of Service (LOS) is based on the delay for unsignalized intersections and on the reported ICU value for signalized intersections.

[b] For signalized intersections, the City of Rancho Palos Verdes utilizes the County of Los Angeles traffic thresholds of significance. According to the County of Los Angeles Department of Public Works' "Traffic Impact Analysis Report Guidelines," January 1, 1997, Page 6: "an impact is considered significant if the project related increase in the volume-to-capacity ratio (v/c) equals or exceeds the thresholds shown below:

Level of Service	Pre-Project ICU	Project-Related Increase in V/C
C	>= 0.71 - 0.80	equal to or greater than 0.040
D	>= 0.81 - 0.90	equal to or greater than 0.020
E/F	>= 0.91	equal to or greater than 0.010

[c] For unsignalized intersections, the City of Rancho Palos Verdes has established the following thresholds of signficance:
- A significant impact would occur at an unsignalized intersection when the addition of project-generated trips causes the peak hour level of service of the intersection to change from acceptable operation (LOS D or better) to deficient operation (LOS E or F); or
- A significant impact would occur at an unsignalized intersection if the peak hour level of service of the intersection is LOS E or F and the addition of project-generated trips changes the delay by 2.0 seconds or more.

defined in this report. The ICU and HCM data worksheets for the seven analyzed intersections for the weekday AM and PM peak hours are contained in *Appendix B*.

8.2.1 *Year 2020 Future Pre-Project Traffic Conditions*

The analysis of Year 2020 future pre-project traffic conditions (i.e., existing traffic volumes, ambient growth to Year 2020, and related projects traffic volumes) presented in column [1] of *Table 8-2* indicates that four of the seven study intersections are projected to operate at an acceptable LOS (i.e., LOS D or better) during the weekday AM and PM peak hours based on the City's LOS standards. The following three study intersections are expected to operate at LOS E or F during the peak hours shown below under Year 2020 future pre-project traffic conditions:

- Int. No. 1: Via Rivera/Hawthorne Blvd. AM Peak Hour: *Delay* = 137.3, LOS F
  PM Peak Hour: *Delay* = 97.0, LOS F
- Int. No. 2: Tramonto Dr.-Seahill Dr./PV Dr. South AM Peak Hour: *Delay* = 44.6, LOS E
  PM Peak Hour: *Delay* = 49.5, LOS E
- Int. No. 6 Forrestal Dr./Palos Verdes Dr. South AM Peak Hour: *Delay* = 75.8, LOS F
  PM Peak Hour: *Delay* = 87.4, LOS F

The Year 2020 future pre-project traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in *Figures 6-6* and *6-7*, respectively.

8.2.2 *Year 2020 Future With Project Conditions*

As shown in columns [2] and [3] of *Table 8–2*, application of the City's threshold criteria to the "Year 2020 Future With Project Traffic Conditions" scenario indicates that the proposed project is expected to contribute on a cumulative basis to significant impacts at three study intersections. According to the City's impact criteria, the following locations are anticipated to be significantly impacted by cumulative growth during the peak hours shown below with the addition of ambient growth, related projects and project-related traffic:

- Int. No. 1: Via Rivera/Hawthorne Boulevard

  AM peak hour *delay* increase of 4.4 seconds [to 141.7 (LOS F) from 137.3 (LOS F)]

  PM peak hour *delay* increase of 5.3 seconds [to 102.3 (LOS F) from 97.0 (LOS F)]

- Int. No. 2: Seahill Drive-Tramonto Drive/Palos Verdes Drive South

  AM peak hour *delay* increase of 2.4 seconds [to 47.0 (LOS E) from 44.6 (LOS E)]

  PM peak hour *delay* increase of 3.8 seconds [to 53.3 (LOS F) from 49.5 (LOS E)]

- Int. No. 6: Forrestal Drive/Palos Verdes Drive South

  AM peak hour *delay* increase of 2.8 seconds [to 78.6 (LOS F) from 75.8 (LOS F)]

  PM peak hour *delay* increase of 4.5 seconds [to 91.9 (LOS F) from 87.4 (LOS F)]

Incremental but not significant cumulative traffic impacts are noted at the remaining four study intersections under Year 2020 future with project conditions. The Year 2020 future with project traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in *Figures 6-8* and *6-9*, respectively.

9.0 ROADWAY STREET SEGMENT ANALYSIS

Based on direction from City of Rancho Palos Verdes Public Works Department staff, roadway level of service analyses were prepared for two roadway segments located in the project study area. The following two roadway street segments were selected in consultation with City of Rancho Palos Verdes staff for analysis of potential impacts due to the proposed project:

1. Palos Verdes Drive South east of Seacove Drive

2. Palos Verdes Drive South east of Cherry Hill Lane

Automatic 24-hour machine traffic counts were conducted at the above locations during a mid-week day (i.e., Tuesday, Wednesday, or Thursday) in May 2010. The average weekday AM and PM peak hour volumes were then calculated based on the automatic 24-hour machine traffic counts. Copies of the 24-hour machine counts are contained in *Appendix A*.

The significance of the potential impacts of project generated traffic at the study street segments was identified using the two-lane roadway criteria set forth in the *County of Los Angeles Traffic Impact Analysis Report Guidelines* document. According to the County's published traffic impact study guidelines, a transportation impact on a roadway shall be deemed significant based on a percentage increase in passenger cars per hour (PCPH) by the project as shown in ***Table 9-1***.

TABLE 9-1
ROADWAY SEGMENT IMPACT THRESHOLD CRITERIA

Two-lane Roadways				
		Percentage Increases in Passenger Cars Per Hour (PCPH) by Project		
		Pre-Project LOS		
Directional Split	Total Capacity (PCPH)	C	D	E/F
50/50	2,800	4	2	1
60/40	2,650	4	2	1
70/30	2,500	4	2	1
80/20	2,300	4	2	1
90/10	2,100	4	2	1
100/0	2,000	4	2	1

9.1 Year 2020 Future Traffic Conditions

The forecast traffic conditions at the analyzed street segments for existing, year 2020 future pre-project (i.e., existing traffic volumes, ambient traffic growth and related projects traffic volumes) and Year 2020 future with project analysis scenarios are summarized in ***Table 9-2***. As presented in Column [1], the average AM and PM peak hour volumes were utilized to evaluate existing conditions on the roadway. As shown in Column [2] of *Table 9-2*, a 0.6 percent (0.6 %) annual ambient growth rate through the year 2020 as well as related projects traffic volumes were conservatively added to the existing weekday AM and PM peak hour volumes in order to estimate the future pre-project traffic volumes. As presented in Column [3] of *Table 9-2*, the proposed project AM and PM day trips will incrementally affect traffic volumes on the analyzed street segments. Application of the County's two-lane roadway threshold criteria for street segment analysis indicates that the proposed project is not anticipated to significantly impact the analyzed street segments. Thus, no mitigation measures are required or recommended.

Table 9-2
YEAR 2020 WITH PROJECT ROADWAY LEVELS OF SERVICE SUMMARY

NO.	ROADWAY SEGMENT	TIME PERIOD	DIRECTIONAL SPLIT [a]	TOTAL CAPACITY (PCPH) [b]	(1) EXISTING TRAFFIC CONDITIONS			(2) YEAR 2020 W/ RELATED PROJECTS TRAFFIC CONDITIONS				(3) YEAR 2020 WITH PROJECT TRAFFIC CONDITIONS					
					PEAK HOUR VOL [c]	V/C	LOS	REL. PROJ. VOL [d]	PEAK HOUR VOL [e]	V/C	LOS	PROJ VOL [f]	PEAK HOUR VOL [g]	V/C	LOS	PCPH PERCENT INCREASE	SIG. IMPACT YES/NO [h]
1	Palos Verdes Drive South east of	AM	70 / 30	2,500	1,122	0.449	A	290	1,479	0.592	A	23	1502	0.601	B	1.6%	NO
	Seacove Drive	PM	60 / 40	2,650	1,023	0.386	A	423	1,507	0.569	A	31	1538	0.581	A	2.1%	NO
2	Palos Verdes Drive South east of	AM	70 / 30	2,500	1,125	0.450	A	278	1,471	0.588	A	12	1483	0.593	A	0.8%	NO
	Cherry Hill Lane	PM	60 / 40	2,650	972	0.367	A	403	1,433	0.541	A	16	1449	0.547	A	1.1%	NO

Note: PCPH = Passenger Cars Per Hour

[a] Directional split of the roadway based on existing traffic count data.
[b] Total capacity, in passenger cars per hour (PCPH), based on existing roadway directional split per County of Los Angeles Department of Public Works' Traffic Impact Analysis Report Guidelines.
[c] 24-hour machine counts conducted by City Traffic Counters in May 2010.
[d] Represents related projects trips based on Table 6-1.
[e] Derived by combining the existing with ambient traffic volumes and the related projects traffic volumes. An ambient growth rate of 0.60% per year was assumed to derive the year 2020 (i.e., future pre-project) traffic volumes based on the 2004 CMP for Los Angeles County document and consultation with City of Rancho Palos Verdes Public Works staff.
[f] Represents net new project trips based on the project trip generation and trip distribution for the proposed Zone 2 Landslide Moratorium - Portuguese Bend project.
[g] Derived by combining the future pre-project traffic volumes and the proposed project volumes.
[h] According to the County of Los Angeles Department of Public Works' "Traffic Impact Analysis Report Guidelines, " January 1, 1997, Page 6: an impact is considered significant if the project related increase in Passenger Car Per Hour (PCPH) equals or exceeds the thresholds shown below:

		Percentage Increases in PCPH by Project, Pre-project LOS					Percentage Increases in PCPH by Project, Pre-project LOS		
Directional Split	Total Capacity (PCPH)	C	D	E/F	Directional Split	Total Capacity (PCPH)	C	D	E/F
50/50	2,800	4	2	1	80/20	2,300	4	2	1
60/40	2,650	4	2	1	90/10	2,100	4	2	1
70/30	2,500	4	2	1	100/0	2,000	4	2	1

10.0 TRANSPORTATION IMPROVEMENT MEASURES

The following sections provide an overview of transportation improvement measures that are anticipated to address the forecast significant cumulative traffic impacts to the local roadway network associated with the proposed project. It is important to note that the traffic analysis has been based on a conservative approach with respect to the analysis of potential project-related impacts. No project-specific significant traffic impacts are forecast.

10.1 Summary of Intersection Improvement Measures

10.1.1 *Cumulative Mitigation Measures*

As summarized in the Year 2020 Future With Project Conditions section (refer to Subsection 8.2.2) herein, application of the City's threshold criteria to this scenario indicates that the project and related projects are expected to create significant cumulative impacts at three of the seven study intersections:

- Int. No.1: Via Rivera/Hawthorne Boulevard
- Int. No. 2: Seahill Drive-Tramonto Drive/Palos Verdes Drive South
- Int. No. 6: Forrestal Drive/Palos Verdes Drive South

The following transportation mitigation measures have been considered and if approved and implemented would reduce the project's contribution to the significant cumulative transportation impacts at the subject study intersections to less than significant levels. However, it is important to note that for Intersection No. 2 (Seahill Drive-Tramonto Drive/Palos Verdes Drive South), and Intersection No. 6 (Forrestal Drive/Palos Verdes Drive South), it has been conservatively assumed for purposes of the Draft EIR that a significant and unavoidable traffic impact would remain at these intersections as described more fully below.

- Int. No. 1: Via Rivera/Hawthorne Boulevard

  Two mitigation alternatives exist which are both expected to reduce the project's contribution to the significant cumulative transportation impact to less than significant levels. Either of the two measures, as described more fully below, are anticipated to the reduce the potentially significant cumulative impact to less than significant levels due to the resulting improvement in the overall intersection operations.

  The first measure consists of restriping the southbound approach of Via Rivera to provide two lanes (i.e., a 10-foot wide single left-turn lane and a 12-foot wide optional through-right combination lane) versus the single lane approach that exists today. This restriping can occur by shifting the roadway centerline (double yellow paint stripe) two feet easterly and prohibiting on-street parking along the west side of Via Rivera for approximately 100 feet north of the Hawthorne Boulevard intersection. By providing a two lane approach, right-turning vehicles will not be delayed by southbound left-turning vehicles and thus intersection delay is reduced. As indicated in *Table 8-2*, this measure is anticipated to reduce the potentially significant

cumulative impact to less than significant levels. The improvement is expected to improve operations to 91.7 seconds of delay (LOS F) from 141.7 seconds of delay (LOS F) during the AM peak hour. During the PM peak hour, the improvement is expected to improve operations to 86.0 seconds of delay (LOS F) from 102.3 seconds of delay (LOS F). While this restriping measure does improve overall intersection operations as a whole by reducing the overall southbound approach delay, it should be noted that the southbound left-turn movement delay during the AM and PM peak hours is 125.9 seconds (LOS F) and 116.8 seconds (LOS F), respectively.

The second alternative consists of funding for the design and installation of a traffic signal at this intersection in order to improve overall operations and assignment of motorist right-of-way. This measure is anticipated to reduce the potentially significant cumulative impact to less than significant levels. The improvement is expected to improve operations to 0.517 (LOS A) from 141.7 seconds of delay (LOS F) during the AM peak hour. During the PM peak hour, the improvement is expected to improve operations to 0.460 (LOS A) from 102.3 seconds of delay (LOS F). From a calculation perspective, the installation of a traffic signal would in itself reduce the potentially significant cumulative impact to less than significant levels.

It is important to note that the southbound restriping measure (i.e., provide a two-lane approach versus a single lane approach) would likely be implemented along with the traffic signal installation, should the traffic signal be approved due to the forecast southbound left-turn delay and LOS. The two-lane southbound approach would further enhance the efficiency of the proposed traffic signal by devoting more green time to the predominant east-west through traffic movements (i.e., along Hawthorne Boulevard) and allocating a shorter clearance interval for the southbound approach. This operation would enhance both safety and minimize approach delays.

- Int. No. 2: Seahill Drive-Tramonto Drive/Palos Verdes Drive South

The recommended mitigation consists of providing a proportionate fair-share funding contribution towards the modification of the intersection to provide an acceleration lane to better facilitate the northbound left-turn movement (i.e., from Seahill Drive) onto westbound Palos Verdes Drive South. By modifying the existing median west of Seahill Drive-Tramonto Drive and restriping the west leg of the intersection, the improvement would provide the necessary area for vehicles to accelerate prior to merging with the westbound Palos Verdes Drive South traffic flow. In addition, the improvement allows northbound left-turns to occur via a sufficient gap in only the eastbound traffic flow versus in both the eastbound and westbound traffic flows as occurs today. As indicated in *Table 8-2*, this measure is anticipated to reduce the potentially significant cumulative impact to less than significant levels. The improvement is expected to improve operations to 20.5 seconds of delay (LOS C) from 47.0 seconds of delay (LOS E) during the AM peak hour and to 22.3 seconds of delay (LOS C) from 53.3 seconds of delay (LOS F) during the PM peak hour.

However, it is important to note that for this intersection it has been conservatively assumed for purposes of the Draft EIR that a significant and unavoidable cumulative traffic impact would remain at the intersection since the proportionate share funding contribution to this mitigation measure would not allow the City to fully implement the measure absent other funding sources.

- Int. No. 6: Forrestal Drive/Palos Verdes Drive South

Several mitigation alternatives were considered for this location and some involved the construction of additional travel lanes along Palos Verdes Drive South. While these mitigation alternatives were reviewed, they were subsequently removed from further consideration as they were determined to be in conflict with adopted City policy and the overall goals of the General Plan due to the likely removal of the bicycle lanes. It is important to note that the southbound approach is the most heavily constrained approach as southbound left-turning vehicles must yield to both the eastbound and westbound through vehicles on Palos Verdes Drive South.

Another mitigation alternative consists of the funding for the design and installation of a traffic signal at this intersection in order to improve overall operations and assignment of motorist right-of-way. This measure is anticipated to reduce the potentially significant cumulative impact to less than significant levels. The improvement is expected to improve operations to 0.739 (LOS C) from 78.6 seconds of delay (LOS F) during the AM peak hour and to 0.708 (LOS C) from 91.9 seconds of delay (LOS F) during the PM peak hour. However, it is important to note that for this intersection it has been conservatively assumed for purposes of the Draft EIR that a significant and unavoidable cumulative traffic impact would remain at the intersection due to current uncertainty regarding the approval of a traffic signal installation.

11.0 CONGESTION MANAGEMENT PROGRAM TRAFFIC IMPACT ASSESSMENT

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

As required by the *2010 Congestion Management Program for Los Angeles County*, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the *2010 Congestion Management Program for Los Angeles County*, County of Los Angeles Metropolitan Transportation Authority, October 2010.

11.1 Freeways

No CMP freeway monitoring locations are located in the project vicinity. Further, the CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed project will add 150 or more trips (in either direction) during either the AM or PM weekday peak periods. The proposed project will not add 150 or more trips (in either direction), during either the AM or PM weekday peak hours to the CMP freeway monitoring location, which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required.

11.2 Intersections

The following CMP intersection monitoring location in the project vicinity has been identified:

CMP Station	Intersection
Int. No. 58	Pacific Coast Highway at Western Avenue
Int. No. 84	Western Avenue at 9th Street
Int. No. 128	Western Avenue at Toscanini Drive
Int. No. 151	Pacific Coast Highway at Crenshaw Boulevard
Int. No. 152	Pacific Coast Highway at Hawthorne Boulevard
Int. No. 153	Pacific Coast Highway at Palos Verdes Boulevard

The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed project will add 50 or more trips during either the AM or PM weekday peak periods. The proposed project will not add 50 or more trips, during the AM or PM peak hours at the CMP monitoring intersection, which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. As such, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required.

11.3 Transit Impact Review

As required by the *2010 Congestion Management Program for Los Angeles County*, a review has been made of the CMP transit service. Existing transit service is provided in the vicinity of the proposed project.

The project trip generation, as shown in *Table 5-2*, was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate transit trip generation. Pursuant to the CMP guidelines, the proposed project is forecast to generate demand for two (2) transit trip during the weekday AM peak hour, two (2) transit trips during the weekday PM peak hour, and 22 daily transit trips during the weekday. The calculations are as follows:

- Weekday AM Peak Hour = 35 × 1.4 × 0.035 = 2 Transit Trips
- Weekday PM Peak Hour = 47 × 1.4 × 0.035 = 2 Transit Trips
- Weekday Daily Trips = 450 × 1.4 × 0.035 = 22 Transit Trips

As shown in *Table 4-1*, seven bus transit lines and routes are provided adjacent to or in close proximity to the project site, with two of these transit lines and routes directly serving the Portuguese Bend community. A total of four different bus transit providers provide service within the study area. As outlined in *Table 4-1* under the "No. of Buses During Peak Hour" column, these seven transit lines provide service for an average (i.e., an average of the directional number of buses during the peak hours) of approximately 20 buses during the AM peak hour and roughly 17 buses during the PM peak hour. Therefore, based on the above calculated peak hour transit trips, this would correspond to less than one transit rider per bus. Thus, given the low number of generated transit trips per bus, no impacts on existing or future transit services in the project area are expected to occur as a result of the proposed project.

12.0 CONCLUSIONS

This traffic impact analysis has been prepared to evaluate the potential traffic impacts associated with the Zone 2 Landslide Moratorium - Portuguese Bend project. The City of Rancho Palos Verdes is considering revisions to its Landslide Moratorium Ordinance that would facilitate the future development of 47 additional single-family residences on undeveloped lots within a portion of the City's Portuguese Bend community. This traffic analysis evaluates potential project-related impacts at seven intersections and two street segments. Application of the City's threshold criteria to the "Existing With Project" scenario indicates that none of the study locations are anticipated to be significantly impacted by the proposed project. However, the project is forecast to contribute on a cumulative basis to significant traffic impacts at a total of three study intersections.

Transportation mitigation measures have been considered and if approved and implemented would reduce the project's contribution to the significant cumulative transportation impacts at the subject study intersections to less than significant levels. It is important to note that for Intersection No. 2 (Seahill Drive-Tramonto Drive/Palos Verdes Drive South), it has been conservatively assumed for purposes of the Draft EIR that a significant and unavoidable traffic impact would remain at this intersection as described in this report, as the project's proportionate share funding contribution in and of itself would not allow the City to implement the measure absent other funding sources. Further, for Intersection No. 6 (Forrestal Drive/Palos Verdes Drive South), it has been conservatively assumed for purposes of the Draft EIR that a significant and unavoidable traffic impact would remain at the intersection due to current uncertainty regarding an approval of a traffic signal installation.

APPENDIX A

TRAFFIC COUNT DATA

City Traffic Counters, LLC.
626-256-4171

File Name : Hawthorne_VR
Site Code : 00000000
Start Date : 3/22/2011
Page No : 1

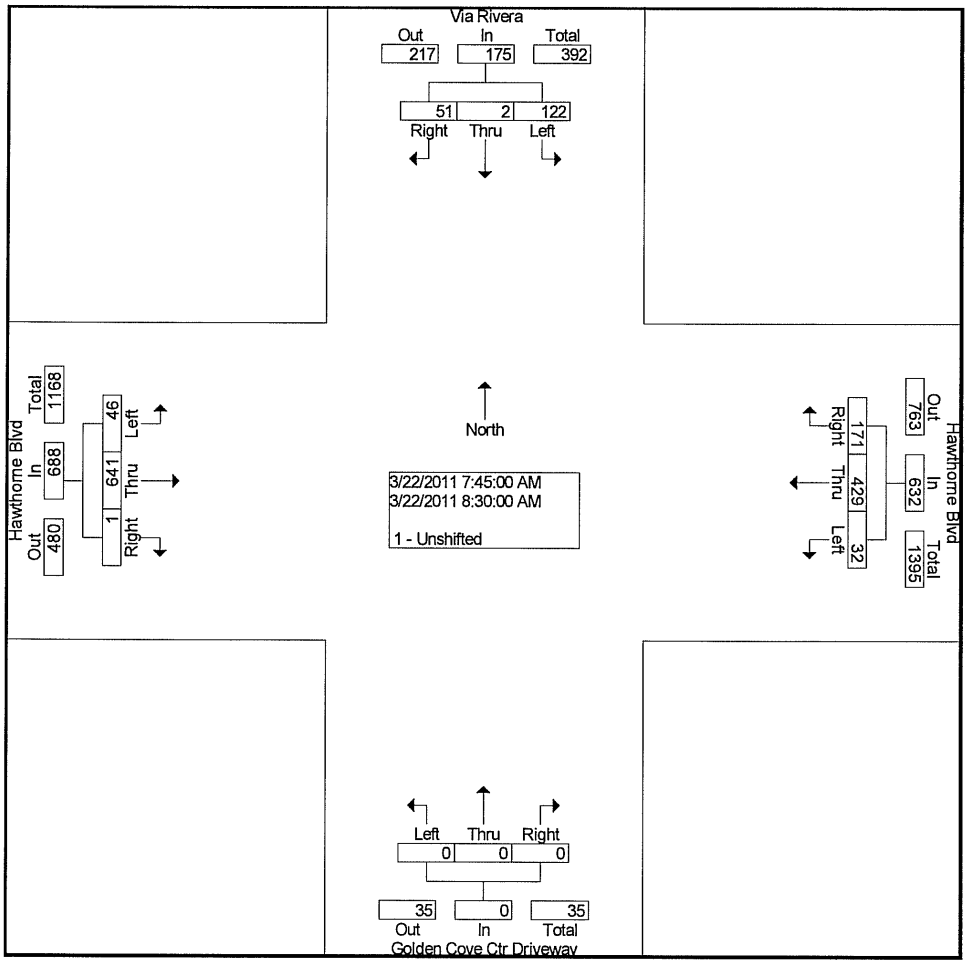
Groups Printed- 1 - Unshifted

	Via Rivera Southbound			Hawthorne Blvd Westbound			Golden Cove Ctr Driveway Northbound			Hawthorne Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	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	11	0	6	2	45	4	0	0	1	6	84	0	159
07:15 AM	14	0	4	3	41	6	0	0	1	7	65	0	141
07:30 AM	25	0	10	2	98	11	0	0	0	6	159	0	311
07:45 AM	23	0	12	2	153	24	0	0	0	3	153	1	371
Total	73	0	32	9	337	45	0	0	2	22	461	1	982
08:00 AM	16	2	1	5	102	39	0	0	0	7	160	0	332
08:15 AM	28	0	19	15	81	78	0	0	0	22	173	0	416
08:30 AM	55	0	19	10	93	30	0	0	0	14	155	0	376
08:45 AM	27	0	7	11	106	8	0	0	2	3	130	0	294
Total	126	2	46	41	382	155	0	0	2	46	618	0	1418
04:00 PM	14	0	14	6	126	26	0	0	1	11	136	1	335
04:15 PM	27	0	9	5	144	14	0	0	2	8	110	0	319
04:30 PM	12	1	8	3	164	16	1	0	0	9	113	0	327
04:45 PM	11	1	14	7	140	15	0	0	2	10	115	0	315
Total	64	2	45	21	574	71	1	0	5	38	474	1	1296
05:00 PM	14	0	7	3	112	19	0	0	1	6	137	0	299
05:15 PM	15	0	6	7	157	11	0	0	3	12	105	2	318
05:30 PM	12	0	8	9	141	19	0	1	5	12	138	1	346
05:45 PM	17	0	3	1	153	25	0	1	1	5	132	2	340
Total	58	0	24	20	563	74	0	2	10	35	512	5	1303
Grand Total	321	4	147	91	1856	345	1	2	19	141	2065	7	4999
Apprch %	68.0	0.8	31.1	4.0	81.0	15.1	4.5	9.1	86.4	6.4	93.3	0.3	
Total %	6.4	0.1	2.9	1.8	37.1	6.9	0.0	0.0	0.4	2.8	41.3	0.1	

City Traffic Counters, LLC.
626-256-4171

File Name : Hawthorne_VR
Site Code : 00000000
Start Date : 3/22/2011
Page No : 2

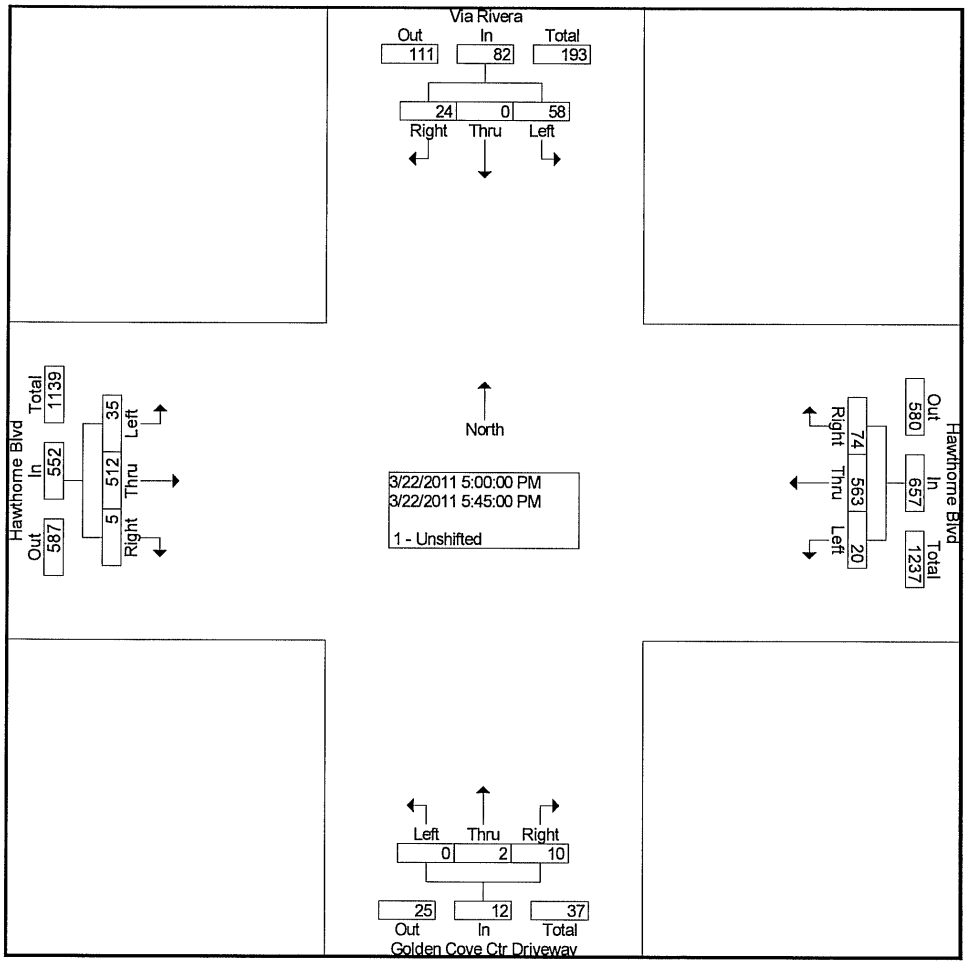
	Via Rivera Southbound				Hawthorne Blvd Westbound				Golden Cove Ctr Driveway Northbound				Hawthorne Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection 07:45 AM																	
Volume	122	2	51	175	32	429	171	632	0	0	0	0	46	641	1	688	1495
Percent	69.7	1.1	29.1		5.1	67.9	27.1		0.0	0.0	0.0		6.7	93.2	0.1		
08:15 Volume	28	0	19	47	15	81	78	174	0	0	0	0	22	173	0	195	416
Peak Factor																	0.898
High Int.	08:30 AM				07:45 AM				6:45:00 AM				08:15 AM				
Volume	55	0	19	74	2	153	24	179	0	0	0	0	22	173	0	195	
Peak Factor				0.591				0.883								0.882	



City Traffic Counters, LLC.
626-256-4171

File Name : Hawthorne_VR
Site Code : 00000000
Start Date : 3/22/2011
Page No : 3

	Via Rivera Southbound				Hawthorne Blvd Westbound				Golden Cove Ctr Driveway Northbound				Hawthorne Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection 05:00 PM																	
Volume	58	0	24	82	20	563	74	657	0	2	10	12	35	512	5	552	1303
Percent	70.7	0.0	29.3		3.0	85.7	11.3		0.0	16.7	83.3		6.3	92.8	0.9		
05:30 Volume	12	0	8	20	9	141	19	169	0	1	5	6	12	138	1	151	346
Peak Factor																	0.941
High Int.	05:00 PM				05:45 PM				05:30 PM				05:30 PM				
Volume	14	0	7	21	1	153	25	179	0	1	5	6	12	138	1	151	
Peak Factor				0.976				0.918				0.500				0.914	



City Traffic Counters
626.256.4171

File Name : RPVSeahill
Site Code : 00000000
Start Date : 5/19/2010
Page No : 1

Groups Printed- 1 - Unshifted

	Seahill Dr Southbound			Rancho Palos Verdes South Westbound			Seahill Dr Northbound			Rancho Palos Verdes South Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	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	2	0	0	2	95	0	10	1	7	2	53	4	176
07:15 AM	0	0	2	4	145	0	21	0	10	3	45	3	233
07:30 AM	2	0	0	2	218	0	27	1	8	1	69	0	328
07:45 AM	3	0	0	5	195	1	21	0	8	0	86	6	325
Total	7	0	2	13	653	1	79	2	33	6	253	13	1062
08:00 AM	2	0	0	9	180	0	15	0	4	0	84	5	299
08:15 AM	2	0	0	7	170	1	31	0	8	2	89	6	316
08:30 AM	6	0	1	3	133	0	10	0	11	1	106	7	278
08:45 AM	1	0	0	7	123	0	13	0	4	1	100	8	257
Total	11	0	1	26	606	1	69	0	27	4	379	26	1150
04:00 PM	0	0	0	4	90	0	12	0	3	1	115	10	235
04:15 PM	2	0	0	8	104	0	11	0	7	3	129	6	270
04:30 PM	1	0	0	9	90	1	9	0	6	13	126	12	267
04:45 PM	0	0	0	6	120	3	11	0	6	8	138	12	304
Total	3	0	0	27	404	4	43	0	22	25	508	40	1076
05:00 PM	0	0	0	13	100	0	16	0	11	6	122	12	280
05:15 PM	1	0	0	6	99	1	10	0	3	8	148	14	290
05:30 PM	1	0	0	15	103	1	11	0	7	8	127	23	296
05:45 PM	0	0	0	8	77	3	11	0	7	9	112	20	247
Total	2	0	0	42	379	5	48	0	28	31	509	69	1113
Grand Total	23	0	3	108	2042	11	239	2	110	66	1649	148	4401
Apprch %	88.5	0.0	11.5	5.0	94.5	0.5	68.1	0.6	31.3	3.5	88.5	7.9	
Total %	0.5	0.0	0.1	2.5	46.4	0.2	5.4	0.0	2.5	1.5	37.5	3.4	

City Traffic Counters
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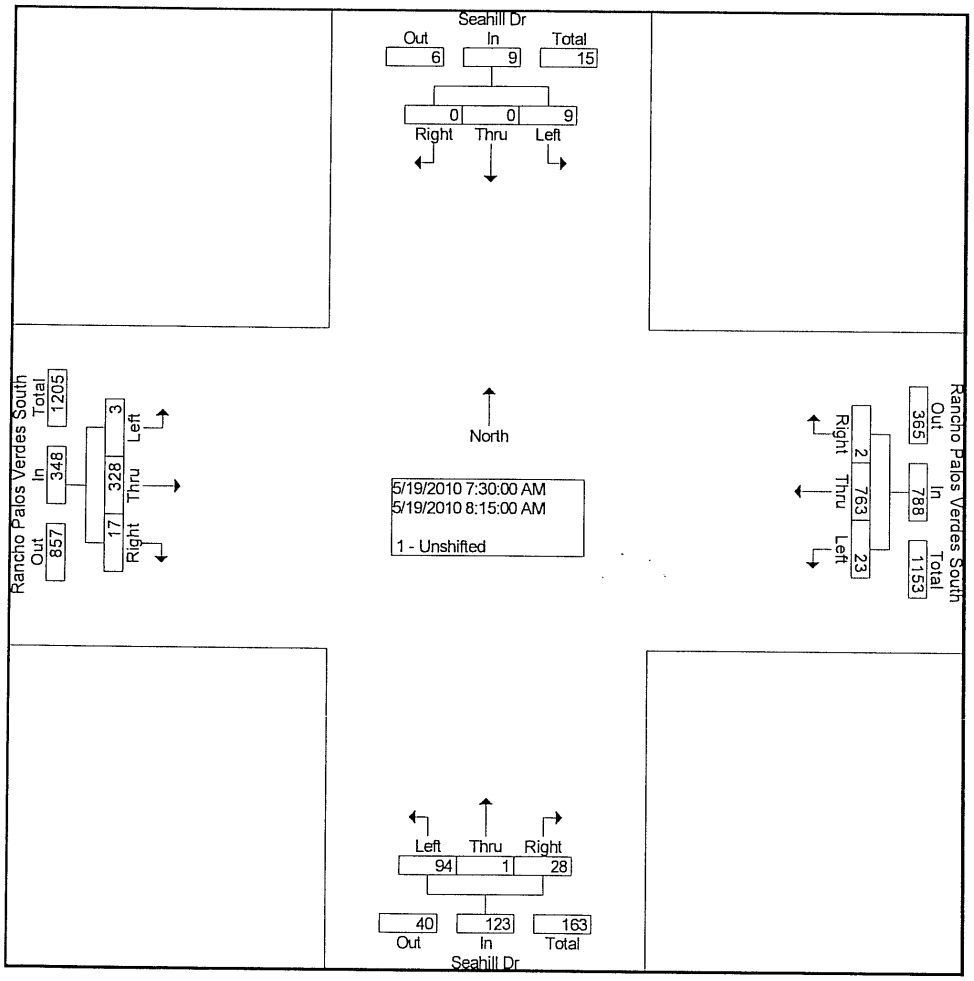
File Name : RPVSeahill
Site Code : 00000000
Start Date : 5/19/2010
Page No : 2

	Seahill Dr Southbound				Rancho Palos Verdes South Westbound				Seahill Dr Northbound				Rancho Palos Verdes South Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	9	0	0	9	23	763	2	788	94	1	28	123	3	328	17	348	1268
Percent	100.0	0.0	0.0		2.9	96.8	0.3		76.4	0.8	22.8		0.9	94.3	4.9		
07:30 Volume	2	0	0	2	2	218	0	220	27	1	8	36	1	69	0	70	328
Peak Factor																	0.966
High Int.	07:45 AM				07:30 AM				08:15 AM				08:15 AM				
Volume	3	0	0	3	2	218	0	220	31	0	8	39	2	89	6	97	
Peak Factor				0.750				0.895				0.788				0.897	



City Traffic Counters
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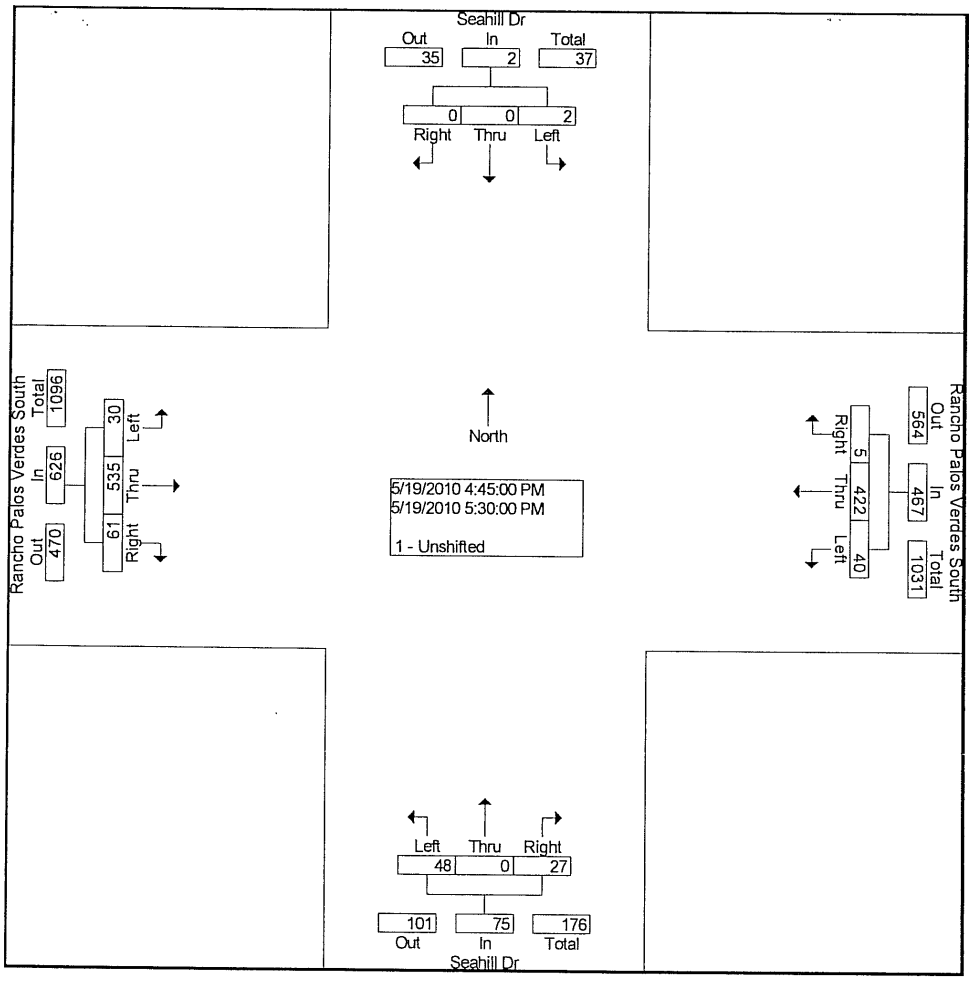
File Name : RPVSeahill
Site Code : 00000000
Start Date : 5/19/2010
Page No : 3

	Seahill Dr Southbound				Rancho Palos Verdes South Westbound				Seahill Dr Northbound				Rancho Palos Verdes South Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection 04:45 PM																	
Volume	2	0	0	2	40	422	5	467	48	0	27	75	30	535	61	626	1170
Percent	100.0	0.0	0.0		8.6	90.4	1.1		64.0	0.0	36.0		4.8	85.5	9.7		
04:45 Volume	0	0	0	0	6	120	3	129	11	0	6	17	8	138	12	158	304
Peak Factor																	0.962
High Int.	05:15 PM				04:45 PM				05:00 PM				05:15 PM				
Volume	1	0	0	1	6	120	3	129	16	0	11	27	8	148	14	170	
Peak Factor				0.500				0.905				0.694				0.921	



City Traffic Counters
626.256.4171

File Name : RPVBarkentine
Site Code : 00000000
Start Date : 5/19/2010
Page No : 1

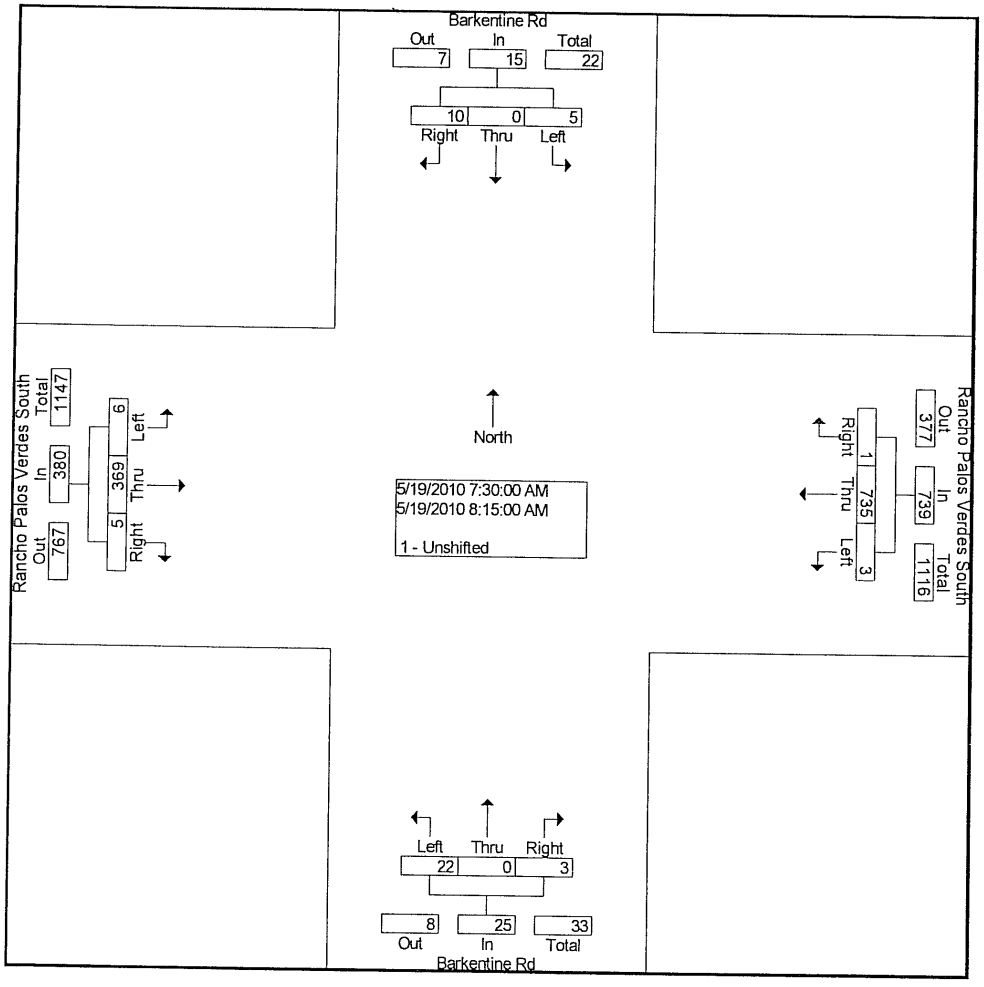
Groups Printed- 1 - Unshifted

	Barkentine Rd Southbound			Rancho Palos Verdes South Westbound			Barkentine Rd Northbound			Rancho Palos Verdes South Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	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	0	0	2	0	90	0	2	0	1	1	58	1	155
07:15 AM	0	0	1	0	143	1	2	0	0	0	59	1	207
07:30 AM	0	0	2	0	216	0	4	0	1	1	74	1	299
07:45 AM	1	0	2	1	195	1	5	0	0	0	101	0	306
Total	1	0	7	1	644	2	13	0	2	2	292	3	967
08:00 AM	4	0	5	0	171	0	7	0	0	1	96	1	285
08:15 AM	0	0	1	2	153	0	6	0	2	4	98	3	269
08:30 AM	0	0	4	1	135	1	4	0	2	2	123	2	274
08:45 AM	1	0	4	5	128	2	2	0	2	1	87	7	239
Total	5	0	14	8	587	3	19	0	6	8	404	13	1067
04:00 PM	0	0	1	2	92	0	1	0	0	2	130	5	233
04:15 PM	0	0	2	2	109	3	0	0	1	2	129	4	252
04:30 PM	1	0	0	2	90	1	3	0	1	5	124	2	229
04:45 PM	0	0	1	1	119	0	6	0	3	4	138	4	276
Total	1	0	4	7	410	4	10	0	5	13	521	15	990
05:00 PM	0	0	2	3	108	1	4	0	1	7	131	2	259
05:15 PM	0	0	0	2	101	0	0	0	0	4	152	2	261
05:30 PM	0	0	0	1	109	1	4	0	2	4	140	4	265
05:45 PM	3	0	0	3	81	2	3	0	1	3	108	2	206
Total	3	0	2	9	399	4	11	0	4	18	531	10	991
Grand Total	10	0	27	25	2040	13	53	0	17	41	1748	41	4015
Apprch %	27.0	0.0	73.0	1.2	98.2	0.6	75.7	0.0	24.3	2.2	95.5	2.2	
Total %	0.2	0.0	0.7	0.6	50.8	0.3	1.3	0.0	0.4	1.0	43.5	1.0	

City Traffic Counters
626.256.4171

File Name : RPVBarkentine
Site Code : 00000000
Start Date : 5/19/2010
Page No : 2

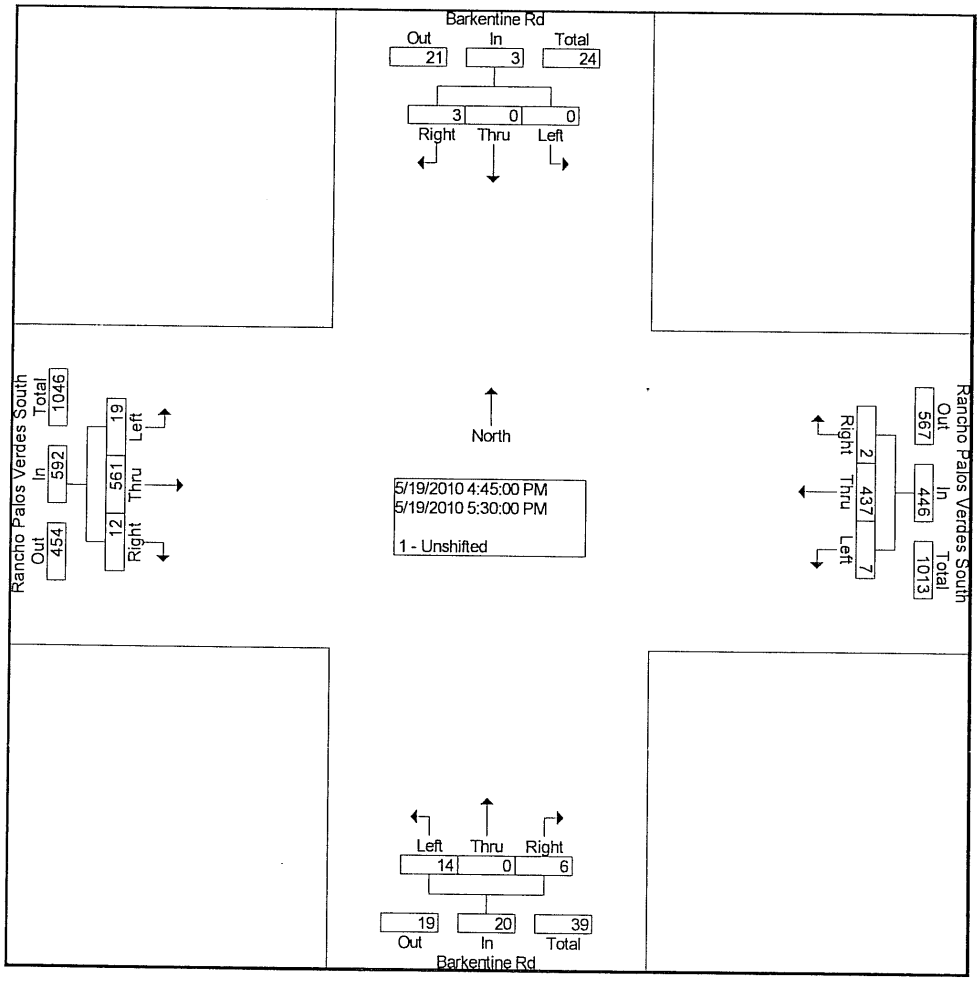
	Barkentine Rd Southbound				Rancho Palos Verdes South Westbound				Barkentine Rd Northbound				Rancho Palos Verdes South Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	5	0	10	15	3	735	1	739	22	0	3	25	6	369	5	380	1159
Percent	33.3	0.0	66.7		0.4	99.5	0.1		88.0	0.0	12.0		1.6	97.1	1.3		
07:45 Volume	1	0	2	3	1	195	1	197	5	0	0	5	0	101	0	101	306
Peak Factor																	0.947
High Int.	08:00 AM				07:30 AM				08:15 AM				08:15 AM				
Volume	4	0	5	9	0	216	0	216	6	0	2	8	4	98	3	105	
Peak Factor				0.417				0.855				0.781				0.905	



City Traffic Counters
626.256.4171

File Name : RPVBarkentine
Site Code : 00000000
Start Date : 5/19/2010
Page No : 3

	Barkentine Rd Southbound				Rancho Palos Verdes South Westbound				Barkentine Rd Northbound				Rancho Palos Verdes South Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection 04:45 PM																	
Volume	0	0	3	3	7	437	2	446	14	0	6	20	19	561	12	592	1061
Percent	0.0	0.0	100.0		1.6	98.0	0.4		70.0	0.0	30.0		3.2	94.8	2.0		
04:45 Volume	0	0	1	1	1	119	0	120	6	0	3	9	4	138	4	146	276
Peak Factor																	0.961
High Int.	05:00 PM				04:45 PM				04:45 PM				05:15 PM				
Volume	0	0	2	2	1	119	0	120	6	0	3	9	4	152	2	158	
Peak Factor				0.375				0.929				0.556				0.937	



City Traffic Counters
626.256.4171

File Name : RPVNarcissa
Site Code : 00000000
Start Date : 5/19/2010
Page No : 1

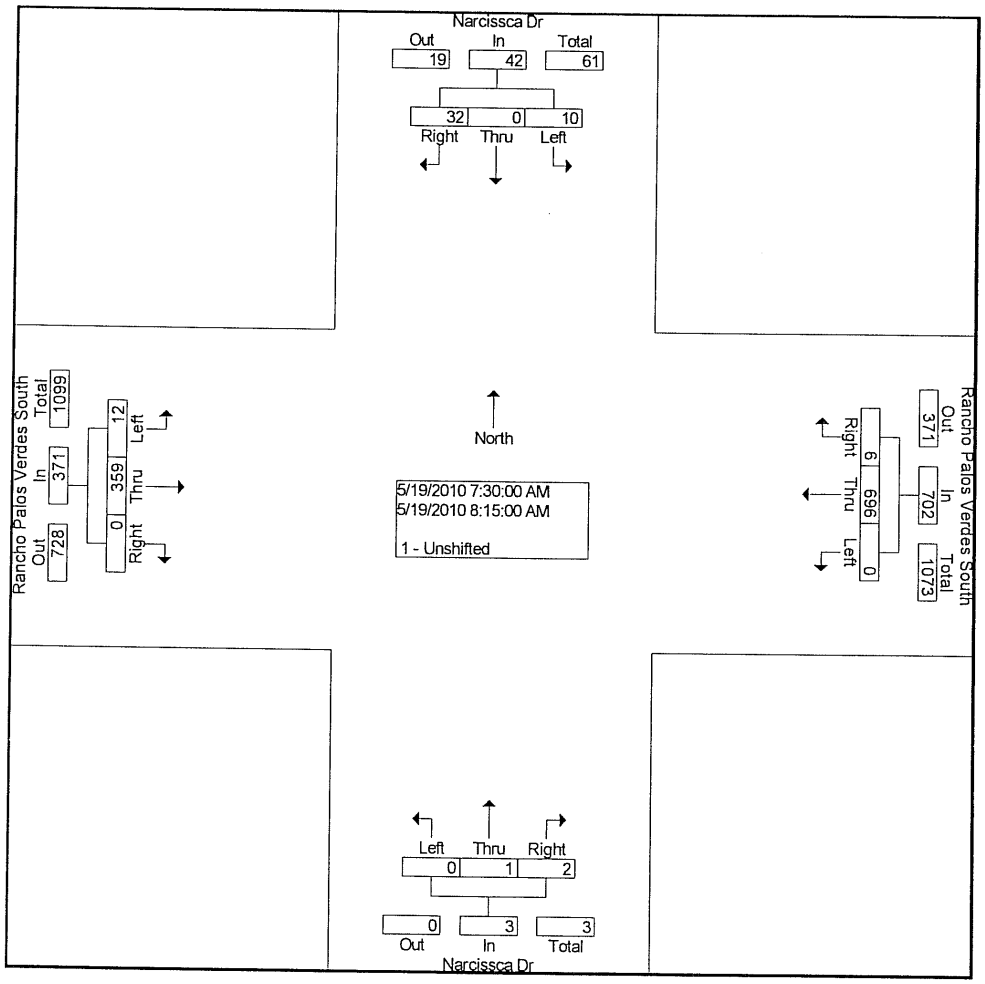
Groups Printed- 1 - Unshifted

	Narcissca Dr Southbound			Rancho Palos Verdes South Westbound			Narcissca Dr Northbound			Rancho Palos Verdes South Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	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	0	0	2	1	89	1	1	0	0	0	62	0	156
07:15 AM	0	0	6	1	143	2	0	0	0	2	55	0	209
07:30 AM	1	0	12	0	210	2	0	1	1	3	70	0	300
07:45 AM	2	0	8	0	183	1	0	0	0	4	104	0	302
Total	3	0	28	2	625	6	1	1	1	9	291	0	967
08:00 AM	4	0	4	0	164	1	0	0	0	1	96	0	270
08:15 AM	3	0	8	0	139	2	0	0	1	4	89	0	246
08:30 AM	2	0	1	0	138	0	0	0	0	5	122	0	268
08:45 AM	4	0	4	0	132	4	0	0	0	5	83	0	232
Total	13	0	17	0	573	7	0	0	1	15	390	0	1016
04:00 PM	3	0	3	0	92	4	0	0	0	6	118	0	226
04:15 PM	1	0	4	0	113	2	0	0	0	8	117	0	245
04:30 PM	5	0	11	0	82	1	0	0	0	4	119	0	222
04:45 PM	2	0	4	0	114	1	0	0	0	4	145	0	270
Total	11	0	22	0	401	8	0	0	0	22	499	0	963
05:00 PM	3	0	2	0	101	1	0	0	0	11	113	0	231
05:15 PM	1	0	6	0	105	2	0	0	0	1	156	0	271
05:30 PM	9	0	3	0	90	2	0	0	0	5	133	0	242
05:45 PM	4	0	2	0	84	5	0	0	0	3	114	0	212
Total	17	0	13	0	380	10	0	0	0	20	516	0	956
Grand Total	44	0	80	2	1979	31	1	1	2	66	1696	0	3902
Apprch %	35.5	0.0	64.5	0.1	98.4	1.5	25.0	25.0	50.0	3.7	96.3	0.0	
Total %	1.1	0.0	2.1	0.1	50.7	0.8	0.0	0.0	0.1	1.7	43.5	0.0	

City Traffic Counters
626.256.4171

File Name : RPVNarcissa
Site Code : 00000000
Start Date : 5/19/2010
Page No : 2

	Narcissca Dr Southbound				Rancho Palos Verdes South Westbound				Narcissca Dr Northbound				Rancho Palos Verdes South Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection 07:30 AM																	
Volume	10	0	32	42	0	696	6	702	0	1	2	3	12	359	0	371	1118
Percent	23.8	0.0	76.2		0.0	99.1	0.9		0.0	33.3	66.7		3.2	96.8	0.0		
07:45 Volume	2	0	8	10	0	183	1	184	0	0	0	0	4	104	0	108	302
Peak Factor																	0.925
High Int.	07:30 AM				07:30 AM				07:30 AM				07:45 AM				
Volume	1	0	12	13	0	210	2	212	0	1	1	2	4	104	0	108	
Peak Factor				0.808				0.828				0.375				0.859	



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File Name : RPVNarcissa
Site Code : 00000000
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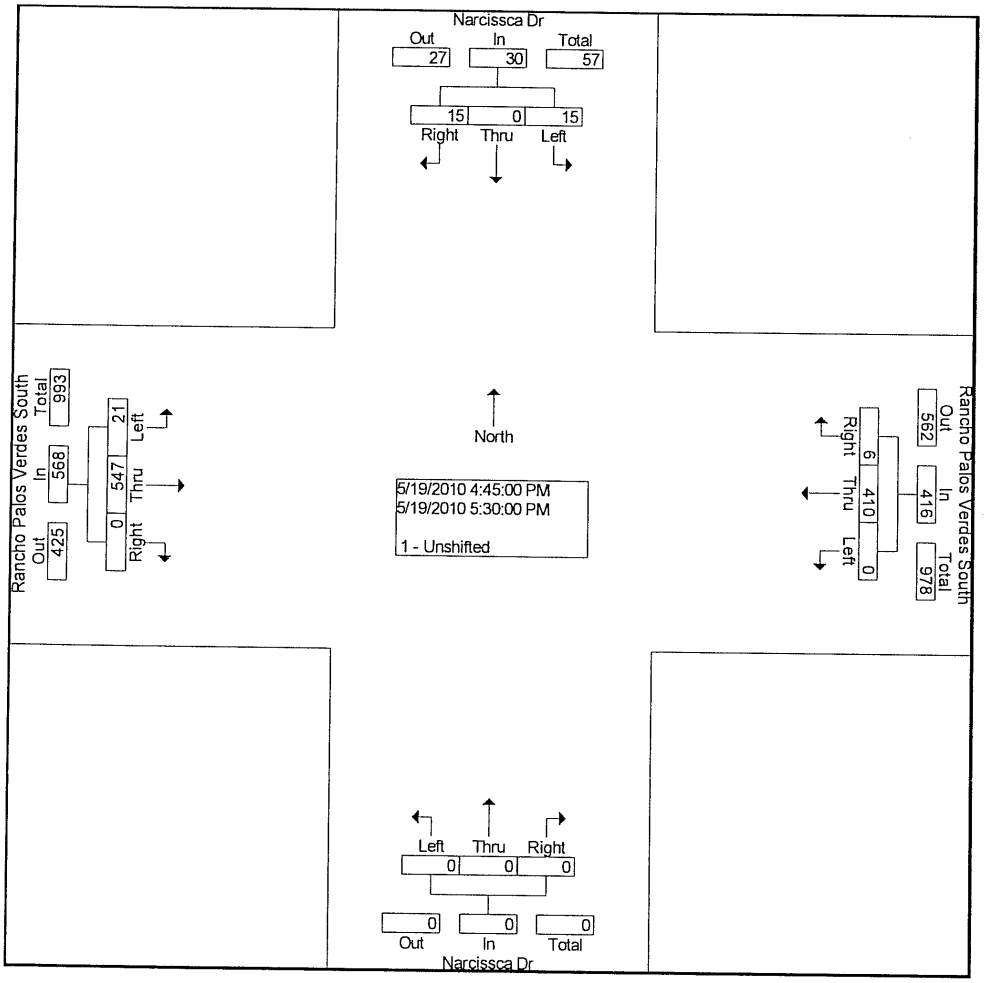
	Narcissca Dr Southbound				Rancho Palos Verdes South Westbound				Narcissca Dr Northbound				Rancho Palos Verdes South Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection 04:45 PM																	
Volume	15	0	15	30	0	410	6	416	0	0	0	0	21	547	0	568	1014
Percent	50.0	0.0	50.0		0.0	98.6	1.4		0.0	0.0	0.0		3.7	96.3	0.0		
05:15 Volume	1	0	6	7	0	105	2	107	0	0	0	0	1	156	0	157	271
Peak Factor																	0.935
High Int.	05:30 PM				04:45 PM								05:15 PM				
Volume	9	0	3	12	0	114	1	115	0	0	0	0	1	156	0	157	
Peak Factor				0.625				0.904								0.904	



City Traffic Counters
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File Name : RPVPepper
Site Code : 00000000
Start Date : 5/19/2010
Page No : 1

Groups Printed- 1 - Unshifted

	Peppertree Dr Southbound			Rancho Palos Verdes South Westbound			Peppertree Dr Northbound			Rancho Palos Verdes South Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	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	2	0	2	0	89	2	0	0	0	1	61	0	157
07:15 AM	1	0	2	0	144	1	0	0	0	1	51	0	200
07:30 AM	4	0	3	0	215	1	0	0	0	2	75	0	300
07:45 AM	5	0	0	0	185	1	0	0	0	0	101	0	292
Total	12	0	7	0	633	5	0	0	0	4	288	0	949
08:00 AM	2	0	3	0	164	2	0	0	0	4	103	0	278
08:15 AM	2	0	2	0	148	1	0	0	0	0	91	0	244
08:30 AM	8	0	4	0	127	2	0	0	0	5	118	0	264
08:45 AM	4	0	0	0	137	5	0	0	0	1	86	0	233
Total	16	0	9	0	576	10	0	0	0	10	398	0	1019
04:00 PM	2	0	2	0	110	4	0	0	0	2	124	0	244
04:15 PM	6	0	6	0	105	4	0	0	0	3	123	0	247
04:30 PM	6	0	1	0	83	3	0	0	0	0	119	0	212
04:45 PM	6	0	2	0	117	5	0	0	0	5	149	0	284
Total	20	0	11	0	415	16	0	0	0	10	515	0	987
05:00 PM	2	0	1	0	100	2	0	0	0	3	112	0	220
05:15 PM	2	0	2	0	107	4	0	0	0	0	156	0	271
05:30 PM	5	0	1	0	103	2	0	0	0	1	145	0	257
05:45 PM	1	0	1	0	86	2	0	0	0	1	121	0	212
Total	10	0	5	0	396	10	0	0	0	5	534	0	960
Grand Total	58	0	32	0	2020	41	0	0	0	29	1735	0	3915
Apprch %	64.4	0.0	35.6	0.0	98.0	2.0	0.0	0.0	0.0	1.6	98.4	0.0	
Total %	1.5	0.0	0.8	0.0	51.6	1.0	0.0	0.0	0.0	0.7	44.3	0.0	

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File Name : RPVPepper
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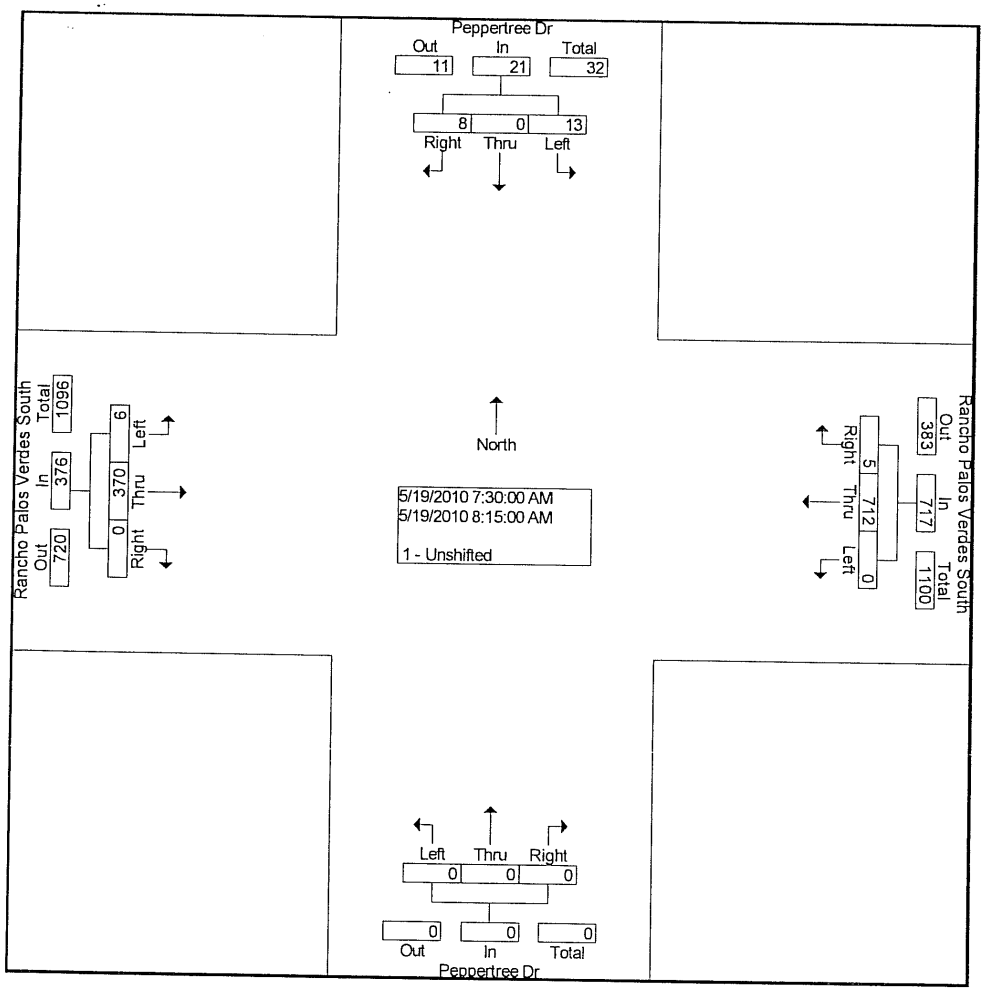
	Peppertree Dr Southbound				Rancho Palos Verdes South Westbound				Peppertree Dr Northbound				Rancho Palos Verdes South Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection 07:30 AM																	
Volume	13	0	8	21	0	712	5	717	0	0	0	0	6	370	0	376	1114
Percent	61.9	0.0	38.1		0.0	99.3	0.7		0.0	0.0	0.0		1.6	98.4	0.0		
07:30 Volume	4	0	3	7	0	215	1	216	0	0	0	0	2	75	0	77	300
Peak Factor																	0.928
High Int.	07:30 AM				07:30 AM				6:45:00 AM				08:00 AM				
Volume	4	0	3	7	0	215	1	216	0	0	0	0	4	103	0	107	
Peak Factor				0.750				0.830								0.879	



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File Name : RPVPepper
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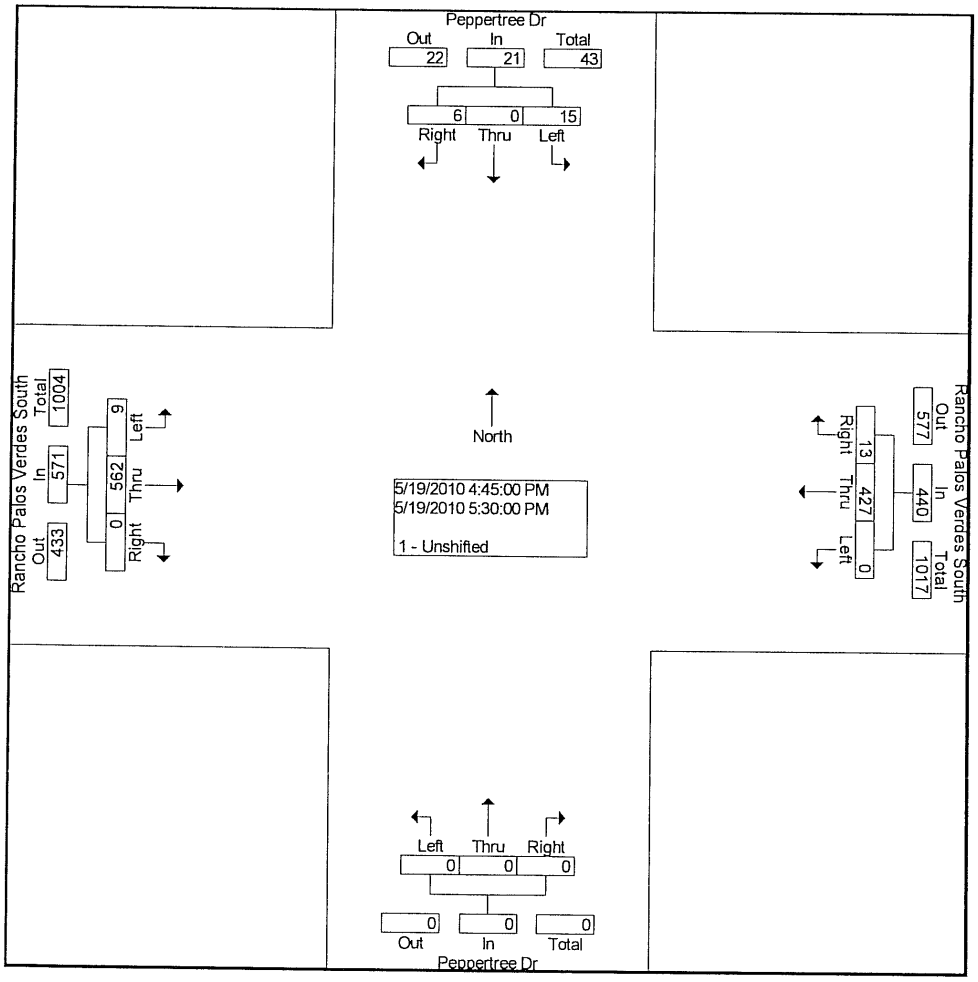
	Peppertree Dr Southbound				Rancho Palos Verdes South Westbound				Peppertree Dr Northbound				Rancho Palos Verdes South Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection 04:45 PM																	
Volume	15	0	6	21	0	427	13	440	0	0	0	0	9	562	0	571	1032
Percent	71.4	0.0	28.6		0.0	97.0	3.0		0.0	0.0	0.0		1.6	98.4	0.0		
04:45 Volume	6	0	2	8	0	117	5	122	0	0	0	0	5	149	0	154	284
Peak Factor																	0.908
High Int.	04:45 PM				04:45 PM								05:15 PM				
Volume	6	0	2	8	0	117	5	122	0	0	0	0	0	156	0	156	
Peak Factor				0.656				0.902								0.915	



City Traffic Counters
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File Name : PVD_Forr
Site Code : 00000000
Start Date : 5/19/2010
Page No : 1

Groups Printed- 1 - Unshifted

	Forrestal Dr Southbound			Palos Verdes Dr South Westbound			Forrestal Dr Northbound			Palos Verdes Dr South Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	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	9	1	4	1	96	2	0	0	1	4	71	1	190
07:15 AM	11	0	6	1	158	4	0	0	1	0	69	1	251
07:30 AM	9	0	6	6	183	2	0	1	1	3	87	0	298
07:45 AM	10	0	5	3	174	5	1	0	0	3	129	1	331
Total	39	1	21	11	611	13	1	1	3	10	356	3	1070
08:00 AM	12	0	10	0	167	6	0	0	0	5	114	0	314
08:15 AM	10	0	4	3	152	7	2	0	0	4	108	1	291
08:30 AM	13	0	2	4	127	10	0	0	0	9	131	2	298
08:45 AM	15	0	6	5	126	14	1	0	2	8	99	4	280
Total	50	0	22	12	572	37	3	0	2	26	452	7	1183
04:00 PM	28	0	8	6	103	9	3	0	8	3	132	1	301
04:15 PM	9	0	8	5	104	10	5	0	1	4	118	4	268
04:30 PM	17	0	6	2	91	17	0	0	4	4	121	3	265
04:45 PM	8	0	4	6	113	12	6	0	12	5	154	3	323
Total	62	0	26	19	411	48	14	0	25	16	525	11	1157
05:00 PM	8	0	8	9	106	15	5	0	8	3	109	3	274
05:15 PM	6	0	3	7	110	11	4	0	4	8	146	5	304
05:30 PM	12	1	9	5	96	8	2	0	5	7	148	2	295
05:45 PM	7	0	1	4	100	14	4	0	5	3	110	3	251
Total	33	1	21	25	412	48	15	0	22	21	513	13	1124
Grand Total	184	2	90	67	2006	146	33	1	52	73	1846	34	4534
Apprch %	66.7	0.7	32.6	3.0	90.4	6.6	38.4	1.2	60.5	3.7	94.5	1.7	
Total %	4.1	0.0	2.0	1.5	44.2	3.2	0.7	0.0	1.1	1.6	40.7	0.7	

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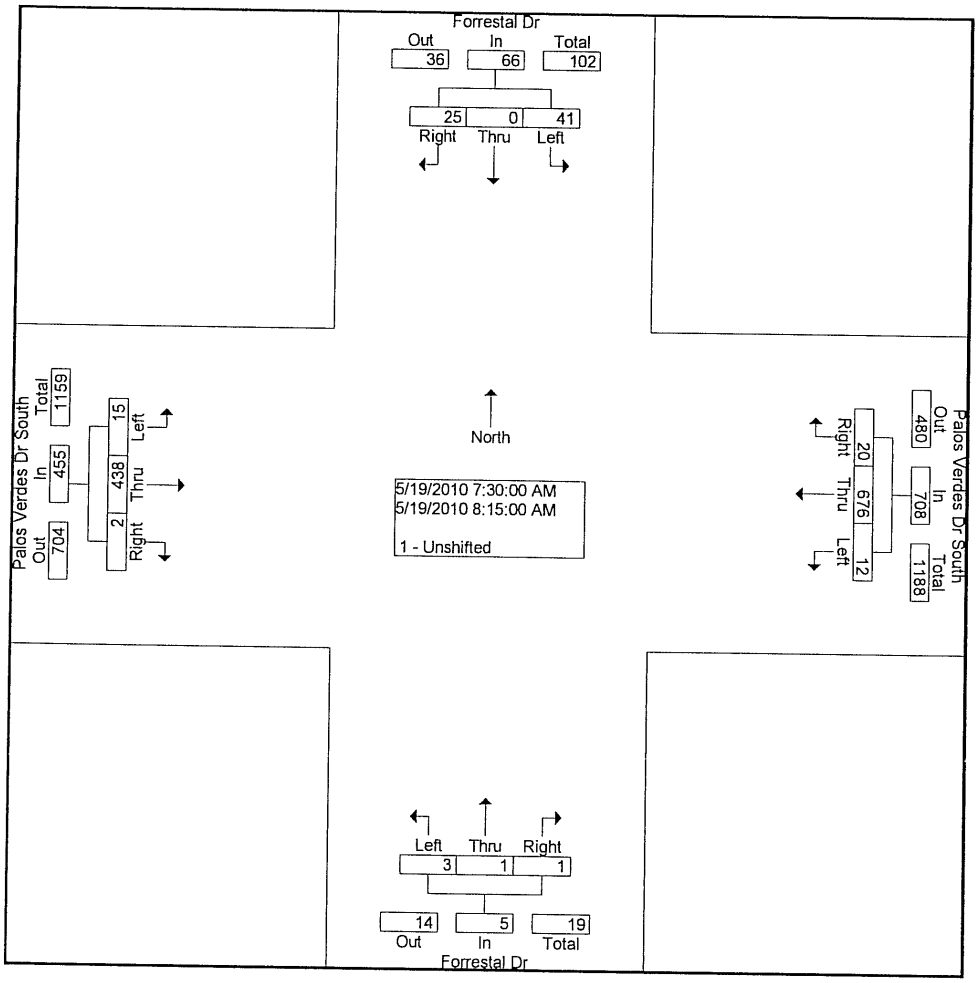
	Forrestal Dr Southbound				Palos Verdes Dr South Westbound				Forrestal Dr Northbound				Palos Verdes Dr South Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection 07:30 AM																	
Volume	41	0	25	66	12	676	20	708	3	1	1	5	15	438	2	455	1234
Percent	62.1	0.0	37.9		1.7	95.5	2.8		60.0	20.0	20.0		3.3	96.3	0.4		
07:45 Volume	10	0	5	15	3	174	5	182	1	0	0	1	3	129	1	133	331
Peak Factor																	0.932
High Int.	08:00 AM				07:30 AM				07:30 AM				07:45 AM				
Volume	12	0	10	22	6	183	2	191	0	1	1	2	3	129	1	133	
Peak Factor				0.750				0.927				0.625				0.855	



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File Name : PVD_Forr
Site Code : 00000000
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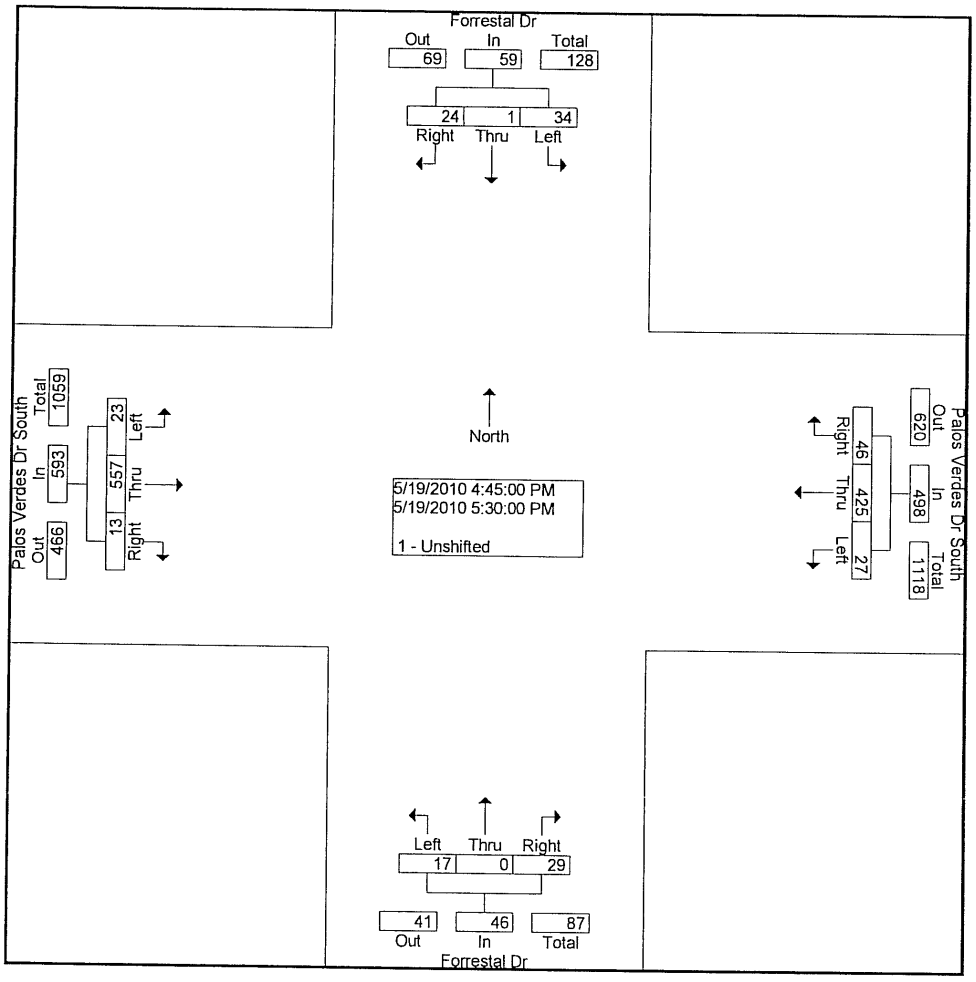
	Forrestal Dr Southbound				Palos Verdes Dr South Westbound				Forrestal Dr Northbound				Palos Verdes Dr South Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	34	1	24	59	27	425	46	498	17	0	29	46	23	557	13	593	1196
Percent	57.6	1.7	40.7		5.4	85.3	9.2		37.0	0.0	63.0		3.9	93.9	2.2		
04:45 Volume	8	0	4	12	6	113	12	131	6	0	12	18	5	154	3	162	323
Peak Factor																	0.926
High Int.	05:30 PM				04:45 PM				04:45 PM				04:45 PM				
Volume	12	1	9	22	6	113	12	131	6	0	12	18	5	154	3	162	
Peak Factor				0.670				0.950				0.639				0.915	



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File Name : PVD_PVD
Site Code : 00000000
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Groups Printed- 1 - Unshifted

	Palos Verdes Dr East Southbound			Palos Verdes Drive South Westbound			Palos Verdes Dr East Northbound			Palos Verdes Drive South Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	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	3	0	22	0	77	3	0	0	0	11	60	0	176
07:15 AM	4	0	39	0	138	4	0	0	0	8	67	0	260
07:30 AM	5	0	39	0	166	7	0	0	0	20	81	0	318
07:45 AM	3	0	29	0	150	11	0	0	0	51	84	0	328
Total	15	0	129	0	531	25	0	0	0	90	292	0	1082
08:00 AM	2	0	30	0	141	7	0	0	0	37	91	0	308
08:15 AM	6	0	21	0	134	15	0	0	0	18	80	0	274
08:30 AM	3	0	22	0	114	22	0	0	0	39	99	0	299
08:45 AM	8	0	28	0	117	12	0	0	0	15	84	0	264
Total	19	0	101	0	506	56	0	0	0	109	354	0	1145
04:00 PM	8	0	10	0	85	8	0	0	0	20	120	0	251
04:15 PM	10	0	16	0	108	7	0	0	0	20	102	0	263
04:30 PM	10	0	13	0	100	2	0	0	0	14	118	0	257
04:45 PM	7	0	16	0	117	11	0	0	0	15	146	0	312
Total	35	0	55	0	410	28	0	0	0	69	486	0	1083
05:00 PM	9	0	21	0	107	11	0	0	0	12	100	0	260
05:15 PM	6	0	14	0	95	8	0	0	0	9	104	0	236
05:30 PM	10	0	12	0	92	3	0	0	0	10	94	0	221
05:45 PM	10	0	15	0	97	9	0	0	0	11	84	0	226
Total	35	0	62	0	391	31	0	0	0	42	382	0	943
Grand Total	104	0	347	0	1838	140	0	0	0	310	1514	0	4253
Apprch %	23.1	0.0	76.9	0.0	92.9	7.1	0.0	0.0	0.0	17.0	83.0	0.0	
Total %	2.4	0.0	8.2	0.0	43.2	3.3	0.0	0.0	0.0	7.3	35.6	0.0	

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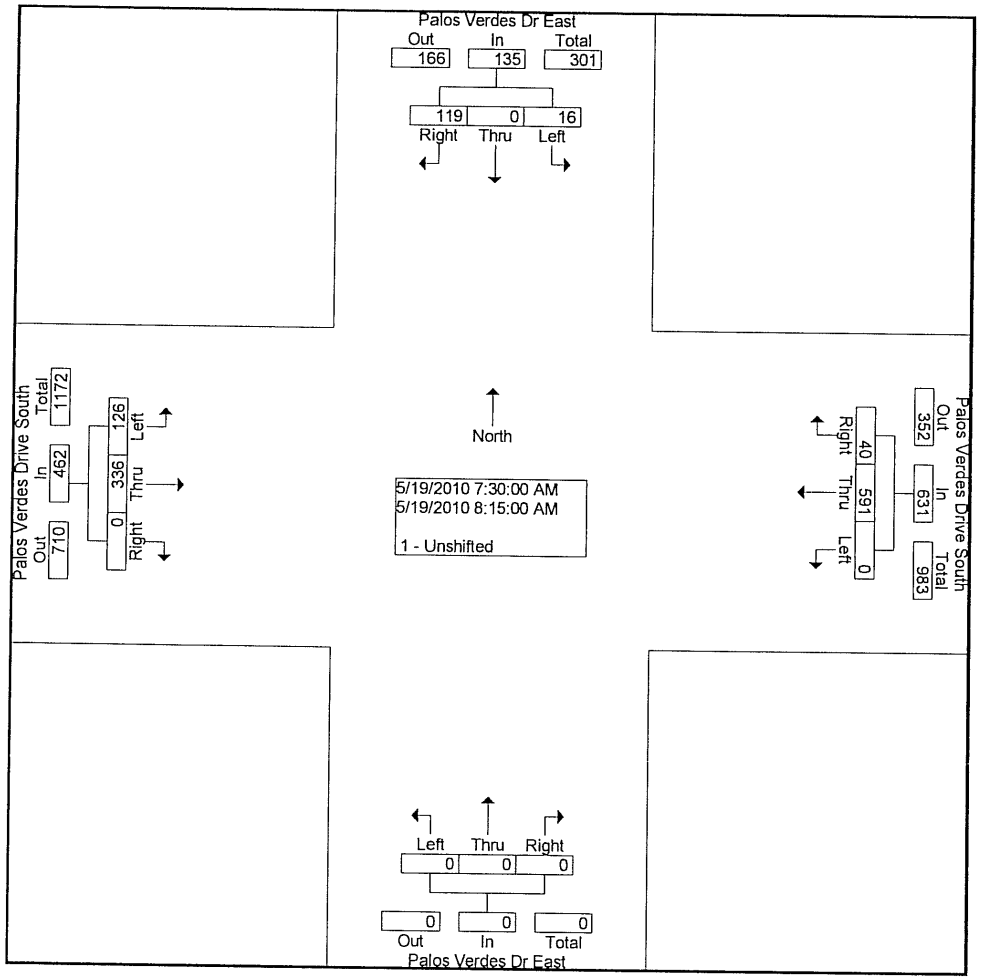
	Palos Verdes Dr East Southbound				Palos Verdes Drive South Westbound				Palos Verdes Dr East Northbound				Palos Verdes Drive South Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection 07:30 AM																	
Volume	16	0	119	135	0	591	40	631	0	0	0	0	126	336	0	462	1228
Percent	11.9	0.0	88.1		0.0	93.7	6.3		0.0	0.0	0.0		27.3	72.7	0.0		
07:45 Volume	3	0	29	32	0	150	11	161	0	0	0	0	51	84	0	135	328
Peak Factor																	0.936
High Int.	07:30 AM				07:30 AM				6:45:00 AM				07:45 AM				
Volume	5	0	39	44	0	166	7	173	0	0	0	0	51	84	0	135	
Peak Factor				0.767				0.912								0.856	



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File Name : PVD_PVD
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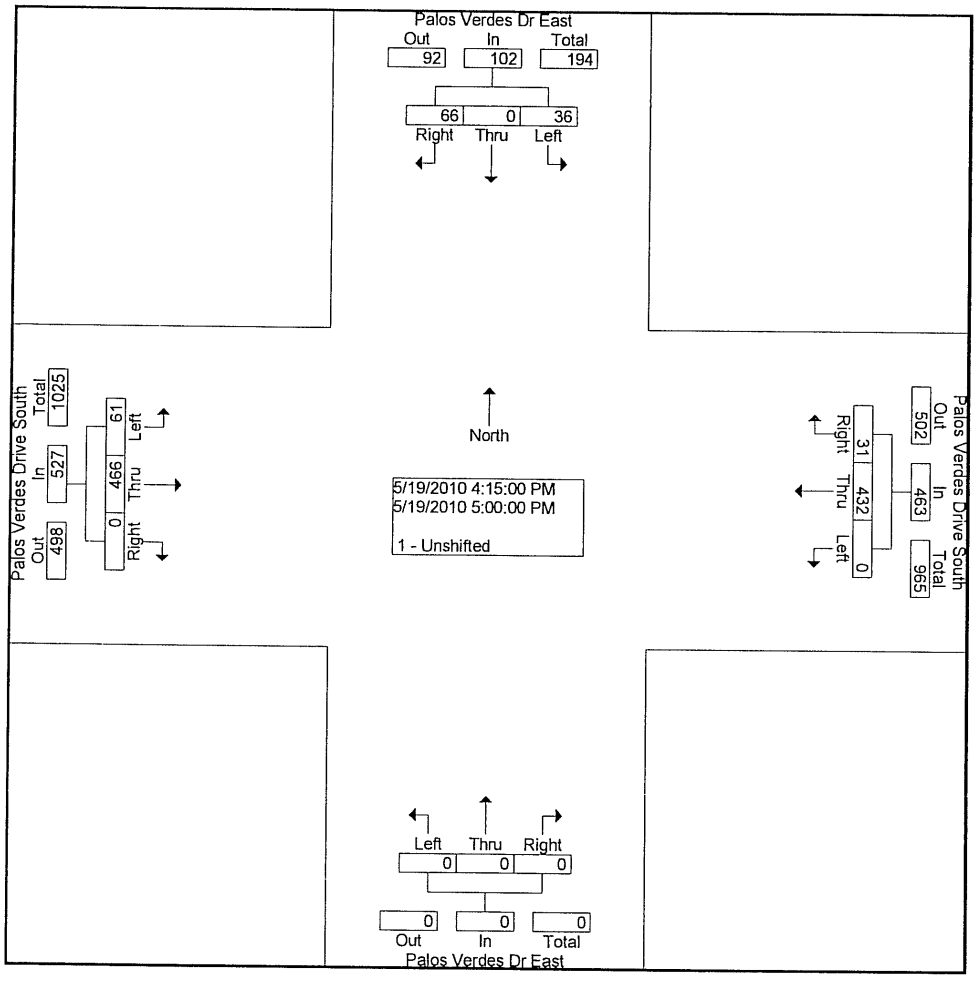
	Palos Verdes Dr East Southbound				Palos Verdes Drive South Westbound				Palos Verdes Dr East Northbound				Palos Verdes Drive South Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:15 PM																
Volume	36	0	66	102	0	432	31	463	0	0	0	0	61	466	0	527	1092
Percent	35.3	0.0	64.7		0.0	93.3	6.7		0.0	0.0	0.0		11.6	88.4	0.0		
04:45 Volume	7	0	16	23	0	117	11	128	0	0	0	0	15	146	0	161	312
Peak Factor																	0.875
High Int.	05:00 PM				04:45 PM								04:45 PM				
Volume	9	0	21	30	0	117	11	128	0	0	0	0	15	146	0	161	
Peak Factor				0.850				0.904								0.818	



City Traffic Counters
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Site Code : 000000000178
Start Date: 05/26/2010
File I.D. : E:\DATA\ALL F
Page : 1

Street name :Palos Verdes Dr South Cross street:E/O Cherry Hill Ln Direction 1

Begin Time	West A.M.		West P.M.		East A.M.		East P.M.		Combined A.M.		Combined P.M.		Wednesday
12:00 05/26	5		90		6		70		11		160		
12:15	6		75		12		83		18		158		
12:30	5		82		4		79		9		161		
12:45	6	22	99	346	8	30	85	317	14	52	184	663	
01:00	0		97		5		78		5		175		
01:15	4		86		4		89		8		175		
01:30	2		83		2		96		4		179		
01:45	4	10	99	365	4	15	92	355	8	25	191	720	
02:00	1		95		2		77		3		172		
02:15	3		77		2		121		5		198		
02:30	2		99		1		113		3		212		
02:45	6	12	125	396	0	5	124	435	6	17	249	831	
03:00	3		99		3		121		6		220		
03:15	2		100		1		146		3		246		
03:30	1		109		1		119		2		228		
03:45	6	12	87	395	0	5	138	524	6	17	225	919	
04:00	1		101		0		127		1		228		
04:15	3		106		2		130		5		236		
04:30	3		106		3		124		6		230		
04:45	6	13	109	422	4	9	147	528	10	22	256	950	
05:00	3		74		7		140		10		214		
05:15	9		100		6		129		15		229		
05:30	13		119		15		136		28		255		
05:45	19	44	132	425	14	42	142	547	33	86	274	972	
06:00	28		83		24		114		52		197		
06:15	37		81		31		115		68		196		
06:30	64		90		29		87		93		177		
06:45	99	228	106	360	29	113	78	394	128	341	184	754	
07:00	71		79		55		69		126		148		
07:15	150		67		61		81		211		148		
07:30	228		66		60		79		288		145		
07:45	211	660	52	264	94	270	45	274	305	930	97	538	
08:00	144		58		131		69		275		127		
08:15	166		63		91		82		257		145		
08:30	114		42		92		55		206		97		
08:45	135	559	41	204	101	415	45	251	236	974	86	455	
09:00	92		38		78		44		170		82		
09:15	90		40		68		74		158		114		
09:30	85		38		59		50		144		88		
09:45	84	351	20	136	79	284	56	224	163	635	76	360	
10:00	65		26		42		25		107		51		
10:15	67		18		82		33		149		51		
10:30	56		23		51		26		107		49		
10:45	79	267	25	92	59	234	24	108	138	501	49	200	
11:00	85		33		66		20		151		53		
11:15	79		16		70		18		149		34		
11:30	67		10		75		15		142		25		
11:45	109	340	10	69	63	274	12	65	172	614	22	134	
Totals	2518		3474		1696		4022		4214		7496		
Day Totals		5992				5718				11710			
Split %	59.7%		46.3%		40.2%		53.6%						
Peak Hour	07:30		05:15		08:00		04:45		07:30		05:00		
Volume	749		434		415		552		1125		972		
P.H.F.	.82		.82		.79		.93		.92		.88		

City Traffic Counters
626.256.4171

Site Code : 000000000135
Start Date: 05/26/2010
File I.D. : E:\DATA\ALL F
Page : 1

Street name :Palos Verdes Dr South Cross street:E/O Seacove Direction 1

Begin Time	<------ West ------> A.M.		<------ West ------> P.M.		<------ East ------> A.M.		<------ East ------> P.M.		<------ Combined ------> A.M.		<------ Combined ------> P.M.		Wednesday
12:00 05/26	5		86		4		72		9		158		
12:15	7		84		14		79		21		163		
12:30	7		82		4		74		11		156		
12:45	5	24	83	335	11	33	80	305	16	57	163	640	
01:00	1		101		4		95		5		196		
01:15	3		91		4		95		7		186		
01:30	3		84		2		97		5		181		
01:45	3	10	102	378	3	13	95	382	6	23	197	760	
02:00	2		81		2		95		4		176		
02:15	2		91		2		137		4		228		
02:30	1		98		1		122		2		220		
02:45	7	12	134	404	0	5	117	471	7	17	251	875	
03:00	3		103		3		142		6		245		
03:15	3		108		1		162		4		270		
03:30	2		110		1		130		3		240		
03:45	5	13	93	414	0	5	150	584	5	18	243	998	
04:00	1		113		0		127		1		240		
04:15	2		105		0		122		2		227		
04:30	4		102		4		138		8		240		
04:45	4	11	97	417	3	7	148	535	7	18	245	952	
05:00	5		108		6		142		11		250		
05:15	9		103		10		140		19		243		
05:30	11		116		10		147		21		263		
05:45	19	44	122	449	18	44	145	574	37	88	267	1023	
06:00	22		84		21		126		43		210		
06:15	37		91		30		101		67		192		
06:30	45		81		33		94		78		175		
06:45	102	206	111	367	25	109	85	406	127	315	196	773	
07:00	74		77		40		78		114		155		
07:15	136		62		64		76		200		138		
07:30	214		57		56		73		270		130		
07:45	206	630	51	247	118	278	53	280	324	908	104	527	
08:00	152		60		118		65		270		125		
08:15	164		56		94		85		258		141		
08:30	117		46		101		43		218		89		
08:45	123	556	43	205	117	430	42	235	240	986	85	440	
09:00	95		36		70		51		165		87		
09:15	85		37		55		76		140		113		
09:30	89		36		63		51		152		87		
09:45	80	349	19	128	76	264	53	231	156	613	72	359	
10:00	61		24		53		29		114		53		
10:15	60		24		76		33		136		57		
10:30	66		25		54		31		120		56		
10:45	78	265	22	95	70	253	25	118	148	518	47	213	
11:00	83		29		77		18		160		47		
11:15	72		20		70		17		142		37		
11:30	65		9		78		14		143		23		
11:45	90	310	7	65	63	288	12	61	153	598	19	126	
Totals	2430		3504		1729		4182		4159		7686		
Day Totals		5934				5911				11845			
Split %	58.4%		45.5%		41.5%		54.4%						
Peak Hour	07:30		02:45		07:45		03:00		07:30		05:00		
Volume	736		455		431		584		1122		1023		
P.H.F.	.85		.84		.91		.90		.86		.95		

APPENDIX B

INTERSECTION LEVELS OF SERVICE DATA WORKSHEETS
HCM AND LEVELS OF SERVICE EXPLANATION
ICU AND LEVELS OF SERVICE EXPLANATION

LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2000, level of service for unsignalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, in the absence of incidents, control, traffic, or geometric delay. Only the portion of total delay attributed to the traffic control measures, either traffic signals or stop signs, is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for unsignalized intersections are stated in terms of the average control delay per vehicle. The level of service is determined by the computed or measured control delay and is defined for each minor movement. Average control delay for any particular minor movement is a function of the service time for the approach and the degree of utilization. (Level of service is not defined for the intersection as a whole for two-way stop controlled intersections.)

Level of Service Criteria for TWSC/AWSC Intersections

Level of Service	Average Control Delay (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle.

LOS B describes operations with control delay greater than 10 and up to 15 seconds per vehicle.

LOS C describes operations with control delay greater than 15 and up to 25 seconds per vehicle.

LOS D describes operations with control delay greater than 25 and up to 35 seconds per vehicle.

LOS E describes operations with control delay greater than 35 and up to 50 seconds per vehicle.

LOS F describes operations with control delay in excess of 50 seconds per vehicle. For two-way stop controlled intersections, LOS F exists when there are insufficient gaps of suitable size to allow side-street demand to safely cross through a major-street traffic stream. This level of service is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches.

INTERSECTION CAPACITY UTILIZATION (ICU) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Levels of Service concept denotes any one of a number of differing combinations of operating conditions which may occur as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*, published by the Transportation Research Board. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

The Intersection Capacity Utilization (ICU) method of intersection capacity analysis has been used in our studies. It directly relates traffic demand and available capacity for key intersection movements, regardless of present signal timing, The capacity per hour of green time for each approach is calculated based on the methods of the *Highway Capacity Manual*. The proportion of total signal time needed by each key movement is determined and compared to the total time available (100 percent of the hour). The result of summing the requirements of the conflicting key movements plus an allowance for clearance times is expressed as a decimal fraction. Conflicting key traffic movements are those opposing movements whose combined green time requirements are greatest.

The resulting ICU represents the proportion of the total hour required to accommodate intersection demand volumes if the key conflicting traffic movements are operating at capacity. Other movements may be operating near capacity, or may be operating at significantly better levels. The ICU may be translated to a Level of Service as tabulated below.

The Levels of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding ICU and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

Intersection Capacity Utilization Characteristics

Level of Service	Load Factor	Equivalent ICU
A	0.0	0.00 - 0.60
B	0.0 - 0.1	0.61 - 0.70
C	0.1 - 0.3	0.71 - 0.80
D	0.3 - 0.7	0.81 - 0.90
E	0.7 - 1.0	0.91 - 1.00
F	Not Applicable	Not Applicable

SERVICE LEVEL A
There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B
This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C
At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more than one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D
This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

SERVICE LEVEL E
This represents near capacity and capacity operation. At capacity (ICU = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F
Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

APPENDIX B-1

EXISTING CONDITIONS

Existing Traffic Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Via Rivera/Hawthorne Boulevard

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: E[38.6]

Street Name:	Via Rivera									Hawthorne Boulevard					
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	0	1!	0	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																				
Base Vol:	0	0	0	122	2	51	46	641	1	32	429	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	122	2	51	46	641	1	32	429	171
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	122	2	51	46	641	1	32	429	171
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	133	2	55	50	697	1	35	466	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	133	2	55	50	697	1	35	466	186
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	349	984	1334	233	652	xxxx	xxxxx	698	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	653	249	155	775	944	xxxx	xxxxx	908	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	653	232	141	775	944	xxxx	xxxxx	908	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.00	0.57	0.02	0.07	0.05	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	9.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	289	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	4.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	38.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	E	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			38.6			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

Note: Queue reported is the number of cars per lane.

Existing Traffic Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 Tramonto Drive-Seahill Drive/Palos Verdes Drive South

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: D[27.6]

Street Name:	Tramonto Drive-Seahill Drive									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	1	0	0	1	1	0	0	0	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																				
Base Vol:	94	1	28	9	0	0	3	328	17	23	763	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	1	28	9	0	0	3	328	17	23	763	2
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:	94	1	28	9	0	0	3	328	17	23	763	2
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:	102	1	30	10	0	0	3	357	18	25	829	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	102	1	30	10	0	0	3	357	18	25	829	2
Critical Gap Module:																				
Critical Gp:	7.5	6.5	6.9	7.5	xxxx	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	xxxx	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:																				
Cnflict Vol:	837	1254	187	1065	xxxx	xxxxx	832	xxxx	xxxxx	375	xxxx	xxxxx
Potent Cap.:	263	173	829	180	xxxx	xxxxx	810	xxxx	xxxxx	1195	xxxx	xxxxx
Move Cap.:	258	169	829	169	xxxx	xxxxx	810	xxxx	xxxxx	1195	xxxx	xxxxx
Volume/Cap:	0.40	0.01	0.04	0.06	xxxx	xxxx	0.00	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.1	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	9.5	27.6	xxxx	xxxxx	9.5	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	A	D	*	*	A	*	*	A	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	256	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	1.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	28.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	D	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	23.9			27.6			xxxxxx			xxxxxx		
ApproachLOS:	C			D			*			*		

Note: Queue reported is the number of cars per lane.

Existing Traffic Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 Barkentine Road/Palos Verdes Drive South

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: C[18.9]

Street Name:	Barkentine Road									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 1!	0 0	0	0 1!	0 0	1	0 1	1 0	1	0 2	0 1			
Volume Module:															
Base Vol:	22	0	3	5	0	10	6	369	5	3	735	1			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	22	0	3	5	0	10	6	369	5	3	735	1			
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	0	3	5	0	10	6	369	5	3	735	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:	24	0	3	5	0	11	7	401	5	3	799	1			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	24	0	3	5	0	11	7	401	5	3	799	1			
Critical Gap Module:															
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	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:	823	1223	203	1019	1225	399	800	xxxx	xxxxx	407	xxxx	xxxxx			
Potent Cap.:	269	181	810	194	180	606	832	xxxx	xxxxx	1163	xxxx	xxxxx			
Move Cap.:	262	179	810	192	178	606	832	xxxx	xxxxx	1163	xxxx	xxxxx			
Volume/Cap:	0.09	0.00	0.00	0.03	0.00	0.02	0.01	xxxx	xxxx	0.00	xxxx	xxxx			
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx	8.1	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT			
Shared Cap.:	xxxx	285	xxxxx	xxxx	352	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	18.9	xxxxx	xxxxx	15.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	C	*	*	C	*	*	*	*	*	*	*			
ApproachDel:		18.9			15.7			xxxxxx			xxxxxx				
ApproachLOS:		C			C			*			*				

Note: Queue reported is the number of cars per lane.

Existing Traffic Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Forrestal Drive/Palos Verdes Drive South

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: D[31.3]

Street Name:	Forrestal Drive									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:	3	1	1	41	0	25	15	438	2	12	676	20			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	3	1	1	41	0	25	15	438	2	12	676	20			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	3	1	1	41	0	25	15	438	2	12	676	20			
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	1	1	45	0	27	16	476	2	13	735	22			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	3	1	1	45	0	27	16	476	2	13	735	22			
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:	1294	1291	476	1272	1272	735	757	xxxx	xxxxx	478	xxxx	xxxxx			
Potent Cap.:	141	165	593	146	169	423	863	xxxx	xxxxx	1095	xxxx	xxxxx			
Move Cap.:	129	160	593	142	164	423	863	xxxx	xxxxx	1095	xxxx	xxxxx			
Volume/Cap:	0.03	0.01	0.00	0.31	0.00	0.06	0.02	xxxx	xxxx	0.01	xxxx	xxxx			
Level Of Service Module:															
2Way95thQ:	0.1	xxxx	xxxxx	1.3	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx			
Control Del:	33.7	xxxx	xxxxx	41.7	xxxx	xxxxx	9.2	xxxx	xxxxx	8.3	xxxx	xxxxx			
LOS by Move:	D	*	*	E	*	*	A	*	*	A	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT			
Shared Cap.:	xxxx	xxxx	252	xxxx	xxxx	423	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	0.0	xxxxx	xxxx	0.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	19.4	xxxxx	xxxx	14.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	C	*	*	B	*	*	*	*	*	*			
ApproachDel:		28.0			31.3			xxxxxx			xxxxxx				
ApproachLOS:		D			D			*			*				

Note: Queue reported is the number of cars per lane.

Existing Traffic Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Palos Verdes Drive East/Palos Verdes Drive South

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: C[17.0]

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	16	0	119	126	336	0	0	591	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	16	0	119	126	336	0	0	591	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	16	0	119	126	336	0	0	591	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:	0	0	0	17	0	129	137	365	0	0	642	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	17	0	129	137	365	0	0	642	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	1282	xxxx	642	686	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	184	xxxx	477	917	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	163	xxxx	477	917	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.11	xxxx	0.27	0.15	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	1.1	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	29.7	xxxx	15.3	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	D	*	C	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			17.0			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

Existing Traffic Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #48 Narcissa Drive/Palos Verdes Drive South

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: C[17.8]

Street Name:	Narcissa Drive						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	1 0	0	1	0 0 1	1	0	0 1 0	1	0	1 0 1
Volume Module:												
Base Vol:	0	1	2	10	0	32	12	359	0	0	696	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1	2	10	0	32	12	359	0	0	696	6
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	1	2	10	0	32	12	359	0	0	696	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	1	2	11	0	35	13	390	0	0	757	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1	2	11	0	35	13	390	0	0	757	7
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	1179	390	1174	1173	757	763	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	192	663	170	194	411	859	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	189	663	167	191	411	859	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	0.01	0.00	0.07	0.00	0.08	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.6	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	361	167	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.0	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	15.1	28.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	C	D	*	*	*	*	*	*	*	*
ApproachDel:	15.1			17.8			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

Note: Queue reported is the number of cars per lane.

Existing Traffic Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #74 Peppertree Drive/Palos Verdes Drive South

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[20.0]

Street Name:	Peppertree Drive								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	0	1	0	0 1	1	0	1	0 0	0	0	1	0 1
Volume Module:																
Base Vol:	0	0	0	13	0	8	6	370	0	0	712	5				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	13	0	8	6	370	0	0	712	5				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	13	0	8	6	370	0	0	712	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:	0	0	0	14	0	9	7	402	0	0	774	5				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	0	0	0	14	0	9	7	402	0	0	774	5				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	1189	1189	774	779	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	210	189	402	847	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	208	188	402	847	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	0.07	0.00	0.02	0.01	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.2	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*				
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx	208	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	23.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	C	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			20.0			xxxxxx			xxxxxx						
ApproachLOS:	*			C			*			*						

Note: Queue reported is the number of cars per lane.

Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Via Rivera/Hawthorne Boulevard

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: D[29.4]

Street Name:	Via Rivera						Hawthorne Boulevard					
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 0	1! 0	0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	12	58	0	24	35	512	5	20	563	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	12	58	0	24	35	512	5	20	563	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	12	58	0	24	35	512	5	20	563	74
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	13	63	0	26	38	557	5	22	612	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	13	63	0	26	38	557	5	22	612	80
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	7.5	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	281	1010	1293	306	692	xxxx	xxxxx	562	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	722	197	164	696	912	xxxx	xxxxx	1019	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	722	184	154	696	912	xxxx	xxxxx	1019	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.02	0.34	0.00	0.04	0.04	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	10.1	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	8.6	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	xxxx	235	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	29.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	10.1			29.4			xxxxxx			xxxxxx		
ApproachLOS:	B			D			*			*		

Note: Queue reported is the number of cars per lane.

Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 Tramonto Drive-Seahill Drive/Palos Verdes Drive South

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: C[23.6]

Street Name:	Tramonto Drive-Seahill Drive						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 1 0	0	1	1 0	0	0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	48	0	27	2	0	0	30	535	61	40	422	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	0	27	2	0	0	30	535	61	40	422	5
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	0	27	2	0	0	30	535	61	40	422	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:	52	0	29	2	0	0	33	582	66	43	459	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	52	0	29	2	0	0	33	582	66	43	459	5
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	xxxx	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	xxxx	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	996	1231	324	902	xxxx	xxxxx	464	xxxx	xxxxx	648	xxxx	xxxxx
Potent Cap.:	202	179	678	236	xxxx	xxxxx	1108	xxxx	xxxxx	948	xxxx	xxxxx
Move Cap.:	190	166	678	213	xxxx	xxxxx	1108	xxxx	xxxxx	948	xxxx	xxxxx
Volume/Cap:	0.27	0.00	0.04	0.01	xxxx	xxxx	0.03	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	10.6	22.1	xxxx	xxxxx	8.3	xxxx	xxxxx	9.0	xxxx	xxxxx
LOS by Move:	*	*	B	C	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	190	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	1.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	30.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	D	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	23.6			22.1			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

Note: Queue reported is the number of cars per lane.

Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 Barkentine Road/Palos Verdes Drive South

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: C[18.7]

Street Name:	Barkentine Road									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	1!	0	0	0	0	0	0	1	1	0	1	1	0	1	0	2	0	1
Volume Module:																				
Base Vol:	14		0		6	0		0		3	19		561		12	7		437		2
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	14		0		6	0		0		3	19		561		12	7		437		2
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:	14		0		6	0		0		3	19		561		12	7		437		2
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		0		7	0		0		3	21		610		13	8		475		2
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	15		0		7	0		0		3	21		610		13	8		475		2
Critical Gap Module:																				
Critical Gp:	7.5		6.5		6.9	xxxxx		xxxx		6.9	4.1		xxxx		xxxxx	4.1		xxxx		xxxxx
FollowUpTim:	3.5		4.0		3.3	xxxxx		xxxx		3.3	2.2		xxxx		xxxxx	2.2		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	910		1150		311	xxxx		xxxx		238	477		xxxx		xxxxx	623		xxxx		xxxxx
Potent Cap.:	233		200		690	xxxx		xxxx		770	1096		xxxx		xxxxx	968		xxxx		xxxxx
Move Cap.:	227		195		690	xxxx		xxxx		770	1096		xxxx		xxxxx	968		xxxx		xxxxx
Volume/Cap:	0.07		0.00		0.01	xxxx		xxxx		0.00	0.02		xxxx		xxxx	0.01		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx		xxxx		xxxxx	xxxx		xxxx		0.0	0.1		xxxx		xxxxx	0.0		xxxx		xxxxx
Control Del:	xxxxx		xxxx		xxxxx	xxxxx		xxxx		9.7	8.3		xxxx		xxxxx	8.7		xxxx		xxxxx
LOS by Move:	*		*		*	*		*		A	A		*		*	A		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		284		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
SharedQueue:	xxxxx		0.2		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shrd ConDel:	xxxxx		18.7		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*		C		*	*		*		*	*		*		*	*		*		*
ApproachDel:			18.7					9.7					xxxxxx					xxxxxx		
ApproachLOS:			C					A					*					*		

Note: Queue reported is the number of cars per lane.

Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Forrestal Drive/Palos Verdes Drive South

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: D[26.6]

Street Name:	Forrestal Drive									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:	17		0		29	34		1		24	23		557		13	27		425		46
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	17		0		29	34		1		24	23		557		13	27		425		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:	17		0		29	34		1		24	23		557		13	27		425		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:	18		0		32	37		1		26	25		605		14	29		462		50
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	18		0		32	37		1		26	25		605		14	29		462		50
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:	1215		1226		605	1199		1190		462	512		xxxx		xxxxx	620		xxxx		xxxxx
Potent Cap.:	160		180		501	164		189		604	1064		xxxx		xxxxx	971		xxxx		xxxxx
Move Cap.:	146		171		501	147		179		604	1064		xxxx		xxxxx	971		xxxx		xxxxx
Volume/Cap:	0.13		0.00		0.06	0.25		0.01		0.04	0.02		xxxx		xxxx	0.03		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	0.4		xxxx		xxxxx	0.9		xxxx		xxxxx	0.1		xxxx		xxxxx	0.1		xxxx		xxxxx
Control Del:	33.2		xxxx		xxxxx	37.5		xxxx		xxxxx	8.5		xxxx		xxxxx	8.8		xxxx		xxxxx
LOS by Move:	D		*		*	E		*		*	A		*		*	A		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		xxxx		501	xxxx		xxxx		552	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		12.7	xxxxx		xxxx		11.9	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*		*		B	*		*		B	*		*		*	*		*		*
ApproachDel:			20.3					26.6					xxxxxx					xxxxxx		
ApproachLOS:			C					D					*					*		

Note: Queue reported is the number of cars per lane.

Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Palos Verdes Drive East/Palos Verdes Drive South

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: C[16.3]

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	36	0	66	61	466	0	0	432	31								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	0	0	0	36	0	66	61	466	0	0	432	31								
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	0	0	36	0	66	61	466	0	0	432	31								
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	39	0	72	66	507	0	0	470	34								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	0	39	0	72	66	507	0	0	470	34								
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	1109	xxxx	470	503	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	234	xxxx	598	1072	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	223	xxxx	598	1072	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	0.18	xxxx	0.12	0.06	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	0.4	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	24.5	xxxx	11.8	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	*	*	*	C	*	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			16.3			xxxxxx			xxxxxx										
ApproachLOS:	*			C			*			*										

Note: Queue reported is the number of cars per lane.

Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #48 Narcissa Drive/Palos Verdes Drive South

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: C[16.1]

Street Name:	Narcissa Drive									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	1!	0	0	0	1	0	0	1	1	0	0	1	0	1	0	1	0	1
Volume Module:																				
Base Vol:	0	0	0	15	0	15	21	547	0	0	410	6								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	0	0	0	15	0	15	21	547	0	0	410	6								
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	0	0	15	0	15	21	547	0	0	410	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	0	0	16	0	16	23	595	0	0	446	7								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	0	16	0	16	23	595	0	0	446	7								
Critical Gap Module:																				
Critical Gp:	7.1	6.5	6.2	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	1097	1092	595	1086	1086	446	452	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	192	216	508	242	218	617	1119	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	184	212	508	238	214	617	1119	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	0.00	0.00	0.00	0.07	0.00	0.03	0.02	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.0	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	0	xxxxx	238	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	21.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	C	*	*	*	*	*	*	*	*								
ApproachDel:	xxxxxx			16.1			xxxxxx			xxxxxx										
ApproachLOS:	*			C			*			*										

Note: Queue reported is the number of cars per lane.

Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #74 Peppertree Drive/Palos Verdes Drive South

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[18.4]

Street Name:	Peppertree Drive						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		0 1	0 0	1	1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	15	0	6	9	562	0	0	427	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	15	0	6	9	562	0	0	427	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	15	0	6	9	562	0	0	427	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:	0	0	0	16	0	7	10	611	0	0	464	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	16	0	7	10	611	0	0	464	14
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1095	1095	464	478	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	239	216	602	1095	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	237	214	602	1095	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	0.00	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.0	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	237	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	21.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	C	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			18.4			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

APPENDIX B-2

EXISTING WITH PROJECT CONDITIONS

Existing With Project Traffic Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Via Rivera/Hawthorne Boulevard

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: E[39.6]

Street Name:	Via Rivera									Hawthorne Boulevard					
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	0 1!	0 0	1	0 1	1 0	1	0 2	0 1			
Volume Module:															
Base Vol:	0	0	0	122	2	51	46	641	1	32	429	171			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	0	0	122	2	51	46	641	1	32	429	171			
Added Vol:	0	0	0	0	0	0	0	9	0	0	3	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	0	0	122	2	51	46	650	1	32	432	171			
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	133	2	55	50	707	1	35	470	186			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	0	0	133	2	55	50	707	1	35	470	186			
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	354	992	1347	235	655	xxxx	xxxxx	708	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	648	246	153	773	941	xxxx	xxxxx	900	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	648	229	139	773	941	xxxx	xxxxx	900	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	0.00	0.58	0.02	0.07	0.05	xxxx	xxxx	0.04	xxxx	xxxx			
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	9.2	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	286	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	4.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	39.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	E	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			39.6			xxxxxx			xxxxxx					
ApproachLOS:	*			E			*			*					

Note: Queue reported is the number of cars per lane.

Existing With Project Traffic Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 Tramonto Drive-Seahill Drive/Palos Verdes Drive South

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: D[28.5]

Street Name:	Tramonto Drive-Seahill Drive						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	1 0	0 1	1	0 0	0 0	1	0 1	1 0	1	0 2	0 1			
Volume Module:															
Base Vol:	94	1	28	9	0	0	3	328	17	23	763	2			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	94	1	28	9	0	0	3	328	17	23	763	2			
Added Vol:	0	0	0	0	0	0	0	6	0	0	17	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	94	1	28	9	0	0	3	334	17	23	780	2			
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:	102	1	30	10	0	0	3	363	18	25	848	2			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	102	1	30	10	0	0	3	363	18	25	848	2			
Critical Gap Module:															
Critical Gp:	7.5	6.5	6.9	7.5	xxxx	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3	3.5	xxxx	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx			
Capacity Module:															
Cnflict Vol:	853	1279	191	1086	xxxx	xxxxx	850	xxxx	xxxxx	382	xxxx	xxxxx			
Potent Cap.:	256	168	825	173	xxxx	xxxxx	797	xxxx	xxxxx	1188	xxxx	xxxxx			
Move Cap.:	251	163	825	163	xxxx	xxxxx	797	xxxx	xxxxx	1188	xxxx	xxxxx			
Volume/Cap:	0.41	0.01	0.04	0.06	xxxx	xxxx	0.00	xxxx	xxxx	0.02	xxxx	xxxx			
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	0.1	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	9.5	28.5	xxxx	xxxxx	9.5	xxxx	xxxxx	8.1	xxxx	xxxxx			
LOS by Move:	*	*	A	D	*	*	A	*	*	A	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT			
Shared Cap.:	250	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	1.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	29.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	D	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	24.7			28.5			xxxxxx			xxxxxx					
ApproachLOS:	C			D			*			*					

Note: Queue reported is the number of cars per lane.

Existing With Project Traffic Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 Barkentine Road/Palos Verdes Drive South

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: C[19.3]

Street Name:	Barkentine Road						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 1!		0 0	0 0 1!		0 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	22	0	3	5	0	10	6	369	5	3	735	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	0	3	5	0	10	6	369	5	3	735	1
Added Vol:	0	0	0	0	0	0	0	6	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	0	3	5	0	10	6	375	5	3	752	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:	24	0	3	5	0	11	7	408	5	3	817	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	24	0	3	5	0	11	7	408	5	3	817	1
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	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:	839	1248	207	1041	1250	409	818	xxxx	xxxxx	413	xxxx	xxxxx
Potent Cap.:	262	175	806	187	174	598	819	xxxx	xxxxx	1157	xxxx	xxxxx
Move Cap.:	255	173	806	185	172	598	819	xxxx	xxxxx	1157	xxxx	xxxxx
Volume/Cap:	0.09	0.00	0.00	0.03	0.00	0.02	0.01	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	278	xxxxx	xxxx	342	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	19.3	xxxxx	xxxxx	16.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	C	*	*	*	*	*	*	*
ApproachDel:		19.3			16.0			xxxxx			xxxxx	
ApproachLOS:		C			C			*			*	

Note: Queue reported is the number of cars per lane.

Existing With Project Traffic Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Forrestal Drive/Palos Verdes Drive South

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: D[32.0]

Street Name:	Forrestal Drive						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:	3	1	1	41	0	25	15	438	2	12	676	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	1	1	41	0	25	15	438	2	12	676	20
Added Vol:	0	0	0	0	0	0	0	9	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	1	1	41	0	25	15	447	2	12	679	20
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	1	1	45	0	27	16	486	2	13	738	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	1	1	45	0	27	16	486	2	13	738	22
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:	1307	1304	486	1285	1285	738	760	xxxx	xxxxx	488	xxxx	xxxxx
Potent Cap.:	138	162	585	143	166	421	861	xxxx	xxxxx	1086	xxxx	xxxxx
Move Cap.:	126	157	585	139	161	421	861	xxxx	xxxxx	1086	xxxx	xxxxx
Volume/Cap:	0.03	0.01	0.00	0.32	0.00	0.06	0.02	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	1.3	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	34.3	xxxx	xxxxx	42.8	xxxx	xxxxx	9.3	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	D	*	*	E	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	247	xxxx	xxxx	421	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.0	xxxxx	xxxx	0.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	19.7	xxxxx	xxxx	14.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	C	*	*	B	*	*	*	*	*	*
ApproachDel:		28.5			32.0			xxxxx			xxxxx	
ApproachLOS:		D			D			*			*	

Note: Queue reported is the number of cars per lane.

Existing With Project Traffic Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Palos Verdes Drive East/Palos Verdes Drive South

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: C[17.1]

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	16	0	119	126	336	0	0	591	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	16	0	119	126	336	0	0	591	40
Added Vol:	0	0	0	0	0	1	2	7	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	16	0	120	128	343	0	0	593	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:	0	0	0	17	0	130	139	373	0	0	645	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	17	0	130	139	373	0	0	645	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	1296	xxxx	645	688	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	181	xxxx	476	916	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	160	xxxx	476	916	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.11	xxxx	0.27	0.15	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	1.1	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	30.3	xxxx	15.4	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	D	*	C	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			17.1			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

Existing With Project Traffic Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #48 Narcissa Drive/Palos Verdes Drive South

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: C[19.2]

Street Name:	Narcissa Drive						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	1 0	0 1	0	0 1	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	0	1	2	10	0	32	12	359	0	0	696	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1	2	10	0	32	12	359	0	0	696	6
Added Vol:	0	0	0	6	0	9	3	3	0	0	9	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1	2	16	0	41	15	362	0	0	705	8
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	1	2	17	0	45	16	393	0	0	766	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1	2	17	0	45	16	393	0	0	766	9
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	1201	393	1194	1192	766	775	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	186	660	165	189	406	850	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	183	660	161	185	406	850	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	0.01	0.00	0.11	0.00	0.11	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.4	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	15.0	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	353	161	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.0	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	15.3	30.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	C	D	*	*	*	*	*	*	*	*
ApproachDel:	15.3			19.2			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

Note: Queue reported is the number of cars per lane.

Existing With Project Traffic Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #74 Peppertree Drive/Palos Verdes Drive South

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: C[19.2]

Street Name:	Peppertree Drive						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	0 1	0	0 1	1	0 1	0 0	0	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	13	0	8	6	370	0	0	712	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	13	0	8	6	370	0	0	712	5
Added Vol:	0	0	0	3	0	9	3	6	0	0	2	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	16	0	17	9	376	0	0	714	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	0	0	17	0	18	10	409	0	0	776	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	17	0	18	10	409	0	0	776	7
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1204	1204	776	783	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	205	186	401	844	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	203	183	401	844	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.09	0.00	0.05	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.4	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	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	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	24.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	C	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			19.2			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

Existing With Project Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Via Rivera/Hawthorne Boulevard

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: D[30.3]

Street Name:	Via Rivera						Hawthorne Boulevard					
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 0	1! 0	0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	12	58	0	24	35	512	5	20	563	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	12	58	0	24	35	512	5	20	563	74
Added Vol:	0	0	0	0	0	0	0	6	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	12	58	0	24	35	518	5	20	573	74
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	13	63	0	26	38	563	5	22	623	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	13	63	0	26	38	563	5	22	623	80
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	7.5	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	284	1024	1311	311	703	xxxx	xxxxx	568	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	719	192	160	690	904	xxxx	xxxxx	1014	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	719	180	150	690	904	xxxx	xxxxx	1014	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.02	0.35	0.00	0.04	0.04	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	10.1	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	8.6	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	xxxx	230	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	30.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	10.1			30.3			xxxxxx			xxxxxx		
ApproachLOS:	B			D			*			*		

Note: Queue reported is the number of cars per lane.

Existing With Project Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 Tramonto Drive-Seahill Drive/Palos Verdes Drive South

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: C[24.7]

Street Name:	Tramonto Drive-Seahill Drive						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 1	0	0 1	1	0	0 0	1	0	1 1	0	1 0	2 0 1
Volume Module:												
Base Vol:	48	0	27	2	0	0	30	535	61	40	422	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	0	27	2	0	0	30	535	61	40	422	5
Added Vol:	0	0	0	0	0	0	0	20	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	0	27	2	0	0	30	555	61	40	433	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:	52	0	29	2	0	0	33	603	66	43	471	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	52	0	29	2	0	0	33	603	66	43	471	5
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	xxxx	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	xxxx	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1024	1265	335	924	xxxx	xxxxx	476	xxxx	xxxxx	670	xxxx	xxxxx
Potent Cap.:	192	171	667	227	xxxx	xxxxx	1097	xxxx	xxxxx	930	xxxx	xxxxx
Move Cap.:	181	158	667	205	xxxx	xxxxx	1097	xxxx	xxxxx	930	xxxx	xxxxx
Volume/Cap:	0.29	0.00	0.04	0.01	xxxx	xxxx	0.03	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	10.6	22.8	xxxx	xxxxx	8.4	xxxx	xxxxx	9.1	xxxx	xxxxx
LOS by Move:	*	*	B	C	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	181	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	1.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	32.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	D	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	24.7			22.8			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

Note: Queue reported is the number of cars per lane.

Existing With Project Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 Barkentine Road/Palos Verdes Drive South

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: C[19.4]

Street Name:	Barkentine Road						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	1! 0	0	0 0	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	14	0	6	0	0	3	19	561	12	7	437	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	6	0	0	3	19	561	12	7	437	2
Added Vol:	0	0	0	0	0	0	0	20	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	6	0	0	3	19	581	12	7	448	2
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	0	7	0	0	3	21	632	13	8	487	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	15	0	7	0	0	3	21	632	13	8	487	2
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	938	1184	322	xxxx	xxxx	243	489	xxxx	xxxxx	645	xxxx	xxxxx
Potent Cap.:	222	191	679	xxxx	xxxx	763	1085	xxxx	xxxxx	950	xxxx	xxxxx
Move Cap.:	217	186	679	xxxx	xxxx	763	1085	xxxx	xxxxx	950	xxxx	xxxxx
Volume/Cap:	0.07	0.00	0.01	xxxx	xxxx	0.00	0.02	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.7	8.4	xxxx	xxxxx	8.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	272	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	19.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		19.4			9.7			xxxxx			xxxxx	
ApproachLOS:		C			A			*			*	

Note: Queue reported is the number of cars per lane.

Existing With Project Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Forrestal Drive/Palos Verdes Drive South

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: D[27.4]

Street Name:	Forrestal Drive						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:	17	0	29	34	1	24	23	557	13	27	425	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	0	29	34	1	24	23	557	13	27	425	46
Added Vol:	0	0	0	0	0	0	0	6	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	0	29	34	1	24	23	563	13	27	435	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:	18	0	32	37	1	26	25	612	14	29	473	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	18	0	32	37	1	26	25	612	14	29	473	50
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:	1232	1243	612	1216	1208	473	523	xxxx	xxxxx	626	xxxx	xxxxx
Potent Cap.:	155	176	497	159	185	595	1054	xxxx	xxxxx	965	xxxx	xxxxx
Move Cap.:	142	166	497	143	175	595	1054	xxxx	xxxxx	965	xxxx	xxxxx
Volume/Cap:	0.13	0.00	0.06	0.26	0.01	0.04	0.02	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	1.0	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	34.1	xxxx	xxxxx	38.7	xxxx	xxxxx	8.5	xxxx	xxxxx	8.8	xxxx	xxxxx
LOS by Move:	D	*	*	E	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	497	xxxx	xxxx	543	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	12.7	xxxxx	xxxx	12.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	B	*	*	B	*	*	*	*	*	*
ApproachDel:		20.6			27.4			xxxxx			xxxxx	
ApproachLOS:		C			D			*			*	

Note: Queue reported is the number of cars per lane.

Existing With Project Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Palos Verdes Drive East/Palos Verdes Drive South

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: C[16.5]

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	36	0	66	61	466	0	0	432	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	36	0	66	61	466	0	0	432	31
Added Vol:	0	0	0	0	0	3	2	4	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	36	0	69	63	470	0	0	440	31
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	39	0	75	68	511	0	0	478	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	39	0	75	68	511	0	0	478	34
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	1126	xxxx	478	512	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	229	xxxx	591	1064	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	217	xxxx	591	1064	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.18	xxxx	0.13	0.06	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	0.4	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	25.2	xxxx	12.0	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	D	*	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			16.5			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

Existing With Project Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #48 Narcissa Drive/Palos Verdes Drive South

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: C[16.6]

Street Name:	Narcissa Drive						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	1! 0	0	0 1	0	0 1	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	0	0	0	15	0	15	21	547	0	0	410	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	15	0	15	21	547	0	0	410	6
Added Vol:	0	0	0	4	0	6	10	10	0	0	6	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	19	0	21	31	557	0	0	416	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:	0	0	0	21	0	23	34	605	0	0	452	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	21	0	23	34	605	0	0	452	14
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1143	1139	605	1125	1125	452	466	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	179	203	501	229	207	612	1106	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	168	197	501	224	201	612	1106	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.09	0.00	0.04	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.1	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	0	xxxxx	224	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	22.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	C	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			16.6			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

Existing With Project Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #74 Peppertree Drive/Palos Verdes Drive South

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Average Delay (sec/veh): 0.6 Worst Case Level Of Service: C[17.8]

****

Street Name:	Peppertree Drive						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	0 1	0	1	1 0	1	0	0	1	0 1
Volume Module:												
Base Vol:	0 0	0	15	0	6	9	562	0	0	427	13	
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0 0	0	15	0	6	9	562	0	0	427	13	
Added Vol:	0 0	0	2	0	6	10	4	0	0	7	3	
PasserByVol:	0 0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0 0	0	17	0	12	19	566	0	0	434	16	
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	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	18	0	13	21	615	0	0	472	17	
Reduct Vol:	0 0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	0 0	0	18	0	13	21	615	0	0	472	17	
Critical Gap Module:												
Critical Gp:	xxxxx xxxx xxxxx		6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
FollowUpTim:	xxxxx xxxx xxxxx		3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	xxxx xxxx xxxxx		1128	1128	472	489	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx xxxx xxxxx		228	206	596	1085	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Move Cap.:	xxxx xxxx xxxxx		225	202	596	1085	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx xxxx xxxx		0.08	0.00	0.02	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx xxxxx		xxxx	xxxx	0.1	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Control Del:	xxxxx xxxx xxxxx		xxxxx	xxxx	11.2	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
LOS by Move:	* *	*	*	*	B	A	*	*	*	*	*	
Movement:	LT - LTR - RT		LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			
Shared Cap.:	xxxx xxxx xxxxx		225	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx xxxx xxxxx		0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx xxxx xxxxx		22.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	* *	*	C	*	*	*	*	*	*	*	*	
ApproachDel:	xxxxxx		17.8			xxxxxx			xxxxxx			
ApproachLOS:	*		C			*			*			

****

Note: Queue reported is the number of cars per lane.

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APPENDIX B-3

YEAR 2020 FUTURE PRE-PROJECT CONDITIONS

Year 2020 With Related Projects Traffic Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Via Rivera/Hawthorne Boulevard

Average Delay (sec/veh): 14.2 Worst Case Level Of Service: F[137.3]

Street Name:	Via Rivera									Hawthorne Boulevard								
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	0	1!	0	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																				
Base Vol:	0	0	0	122	2	51					46	641	1			32	429	171		
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06					1.06	1.06	1.06			1.06	1.06	1.06		
Initial Bse:	0	0	0	129	2	54					49	679	1			34	455	181		
Added Vol:	0	0	0	0	0	0					0	100	0			0	165	0		
PasserByVol:	0	0	0	0	0	0					0	0	0			0	0	0		
Initial Fut:	0	0	0	129	2	54					49	779	1			34	620	181		
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	141	2	59					53	847	1			37	674	197		
Reduct Vol:	0	0	0	0	0	0					0	0	0			0	0	0		
FinalVolume:	0	0	0	141	2	59					53	847	1			37	674	197		
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		424	1277	1702	337				871	xxxx	xxxxx			848	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx		584	161	93	665				783	xxxx	xxxxx			798	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx		584	147	83	665				783	xxxx	xxxxx			798	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx		0.00	0.95	0.03	0.09				0.07	xxxx	xxxx			0.05	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx				0.2	xxxx	xxxxx			0.1	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx				9.9	xxxx	xxxxx			9.7	xxxx	xxxxx		
LOS by Move:	*	*	*		*	*	*				A	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	188	xxxxx				xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	9.6	xxxxx				xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	137	xxxxx				xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*		*	F	*				*	*	*			*	*	*		
ApproachDel:	xxxxxx				137.3						xxxxxx					xxxxxx				
ApproachLOS:	*				F						*					*				

Note: Queue reported is the number of cars per lane.

Year 2020 With Related Projects Traffic Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 Tramonto Drive-Seahill Drive/Palos Verdes Drive South

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: E[44.6]

Street Name:	Tramonto Drive-Seahill Drive									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	1	0	0	1	1	0	0	0	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																				
Base Vol:	94	1	28			9	0	0			3	328	17			23	763	2		
Growth Adj:	1.06	1.06	1.06			1.06	1.06	1.06			1.06	1.06	1.06			1.06	1.06	1.06		
Initial Bse:	100	1	30			10	0	0			3	348	18			24	809	2		
Added Vol:	1	0	0			0	0	0			0	86	0			0	143	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	101	1	30			10	0	0			3	434	18			24	952	2		
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:	109	1	32			10	0	0			3	471	20			27	1035	2		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	109	1	32			10	0	0			3	471	20			27	1035	2		
Critical Gap Module:																				
Critical Gp:	7.5	6.5	6.9			7.5	xxxx	xxxxx			4.1	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	3.5	4.0	3.3			3.5	xxxx	xxxxx			2.2	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	1058	1578	245			1331	xxxx	xxxxx			1037	xxxx	xxxxx			491	xxxx	xxxxx		
Potent Cap.:	182	110	761			115	xxxx	xxxxx			678	xxxx	xxxxx			1083	xxxx	xxxxx		
Move Cap.:	178	107	761			106	xxxx	xxxxx			678	xxxx	xxxxx			1083	xxxx	xxxxx		
Volume/Cap:	0.62	0.01	0.04			0.10	xxxx	xxxx			0.01	xxxx	xxxx			0.02	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.1			0.3	xxxx	xxxxx			0.0	xxxx	xxxxx			0.1	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	9.9			42.4	xxxx	xxxxx			10.3	xxxx	xxxxx			8.4	xxxx	xxxxx		
LOS by Move:	*	*	A			E	*	*			B	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	176	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	3.5	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	54.7	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	F	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:	44.6					42.4					xxxxxx					xxxxxx				
ApproachLOS:	E					E					*					*				

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 Barkentine Road/Palos Verdes Drive South

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: D[26.2]

Street Name:	Barkentine Road									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	1! 0	0	0	0	1! 0	0		1	0	1	1	0	1	0	2	0 1
Volume Module:																		
Base Vol:	22	0	3	5	0	10	6	369	5	3	735	1						
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06						
Initial Bse:	23	0	3	5	0	11	6	391	5	3	779	1						
Added Vol:	0	0	0	0	0	0	0	86	0	0	143	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	23	0	3	5	0	11	6	477	5	3	922	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:	25	0	3	6	0	12	7	519	6	3	1002	1						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
FinalVolume:	25	0	3	6	0	12	7	519	6	3	1002	1						
Critical Gap Module:																		
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	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:	1043	1546	262	1282	1547	501	1003	xxxx	xxxxx	524	xxxx	xxxxx						
Potent Cap.:	186	116	742	124	115	521	698	xxxx	xxxxx	1053	xxxx	xxxxx						
Move Cap.:	180	114	742	123	114	521	698	xxxx	xxxxx	1053	xxxx	xxxxx						
Volume/Cap:	0.14	0.00	0.00	0.05	0.00	0.02	0.01	xxxx	xxxx	0.00	xxxx	xxxx						
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx						
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx	8.4	xxxx	xxxxx						
LOS by Move:	*	*	*	*	*	*	B	*	*	A	*	*						
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT						
Shared Cap.:	xxxx	198	xxxxx	xxxx	250	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	0.5	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	26.2	xxxxx	xxxxx	20.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	D	*	*	C	*	*	*	*	*	*	*						
ApproachDel:	26.2			20.5			xxxxxx			xxxxxx								
ApproachLOS:	D			C			*			*								

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Forrestal Drive/Palos Verdes Drive South

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: F[75.8]

Street Name:	Forrestal Drive									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:	3	1	1	41	0	25	15	438	2	12	676	20						
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06						
Initial Bse:	3	1	1	43	0	27	16	464	2	13	717	21						
Added Vol:	7	0	26	0	0	0	0	83	2	9	134	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	10	1	27	43	0	27	16	547	4	22	851	21						
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	1	29	47	0	29	17	595	4	24	925	23						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
FinalVolume:	11	1	29	47	0	29	17	595	4	24	925	23						
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:	1627	1624	595	1619	1606	925	948	xxxx	xxxxx	599	xxxx	xxxxx						
Potent Cap.:	83	104	508	84	106	329	733	xxxx	xxxxx	988	xxxx	xxxxx						
Move Cap.:	73	99	508	76	101	329	733	xxxx	xxxxx	988	xxxx	xxxxx						
Volume/Cap:	0.15	0.01	0.06	0.63	0.00	0.09	0.02	xxxx	xxxx	0.02	xxxx	xxxx						
Level Of Service Module:																		
2Way95thQ:	0.5	xxxx	xxxxx	2.8	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx						
Control Del:	63.1	xxxx	xxxxx	111.7	xxxx	xxxxx	10.0	xxxx	xxxxx	8.7	xxxx	xxxxx						
LOS by Move:	F	*	*	F	*	*	B	*	*	A	*	*						
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT						
Shared Cap.:	xxxx	xxxx	439	xxxx	xxxx	329	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	0.2	xxxxx	xxxx	0.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	xxxx	13.8	xxxxx	xxxx	17.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	*	B	*	*	C	*	*	*	*	*	*						
ApproachDel:	26.9			75.8			xxxxxx			xxxxxx								
ApproachLOS:	D			F			*			*								

Note: Queue reported is the number of cars per lane.

Year 2020 With Related Projects Traffic Conditions
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Palos Verdes Drive East/Palos Verdes Drive South

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: D[27.4]

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	1	0	1	1	0	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	16	0	119	126	336	0	0	591	40
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	17	0	126	134	356	0	0	626	42
Added Vol:	0	0	0	11	0	10	11	99	0	0	133	31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	28	0	136	145	455	0	0	759	73
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	30	0	148	157	495	0	0	826	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	30	0	148	157	495	0	0	826	80
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	1635	xxxx	826	905	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	112	xxxx	375	760	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	94	xxxx	375	760	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.32	xxxx	0.39	0.21	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.2	xxxx	1.8	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	60.2	xxxx	20.7	11.0	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			27.4			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

Note: Queue reported is the number of cars per lane.

Year 2020 With Related Projects Traffic Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #48 Narcissa Drive/Palos Verdes Drive South

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: C[24.5]

Street Name:	Narcissa Drive						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	1	0	0	1	0	1	0	1	0	1
Volume Module:												
Base Vol:	0	1	2	10	0	32	12	359	0	0	696	6
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	1	2	11	0	34	13	381	0	0	738	6
Added Vol:	0	0	0	0	0	0	0	86	0	0	143	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1	2	11	0	34	13	467	0	0	881	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	1	2	12	0	37	14	507	0	0	957	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1	2	12	0	37	14	507	0	0	957	7
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	1499	507	1494	1492	957	964	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	123	570	102	125	315	722	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	121	570	100	122	315	722	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	0.01	0.00	0.12	0.00	0.12	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.4	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	17.9	10.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	C	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	255	100	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.0	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	19.3	45.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	C	E	*	*	*	*	*	*	*	*
ApproachDel:	19.3			24.5			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #74 Peppertree Drive/Palos Verdes Drive South

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: D[28.5]

Street Name:	Peppertree Drive						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	13	0	8	6	370	0	0	712	5
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	14	0	8	6	392	0	0	755	5
Added Vol:	0	0	0	0	0	0	0	86	0	0	143	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	14	0	8	6	478	0	0	898	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:	0	0	0	15	0	9	7	520	0	0	976	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	15	0	9	7	520	0	0	976	6
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	1509	xxxx	976	982	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	134	xxxx	307	711	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	133	xxxx	307	711	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.11	xxxx	0.03	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	0.1	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	35.5	xxxx	17.1	10.1	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			28.5			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

Note: Queue reported is the number of cars per lane.

Year 2020 With Related Projects Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Via Rivera/Hawthorne Boulevard

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: F[97.0]

Street Name:	Via Rivera						Hawthorne Boulevard					
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 0 1! 0 0			1 0 1 1 0			1 0 2 0 1		
Volume Module:												
Base Vol:	0	0	12	58	0	24	35	512	5	20	563	74
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	13	61	0	25	37	543	5	21	597	78
Added Vol:	0	0	0	0	0	0	0	210	0	0	205	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	13	61	0	25	37	753	5	21	802	78
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	14	67	0	28	40	818	6	23	872	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	14	67	0	28	40	818	6	23	872	85
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	7.5	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	412	1407	1822	436	957	xxxx	xxxxx	824	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	595	101	78	574	727	xxxx	xxxxx	815	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	595	92	72	574	727	xxxx	xxxxx	815	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.02	0.73	0.00	0.05	0.06	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	11.2	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx	9.5	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	B	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	122	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	4.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	97.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	11.2			97.0			xxxxxx			xxxxxx		
ApproachLOS:	B			F			*			*		

Note: Queue reported is the number of cars per lane.

Year 2020 With Related Projects Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 Tramonto Drive-Seahill Drive/Palos Verdes Drive South

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: E[49.5]

Street Name:	Tramonto Drive-Seahill Drive						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 1 0 0 1			1 0 0 0 0			1 0 1 1 0			1 0 2 0 1		
Volume Module:												
Base Vol:	48	0	27	2	0	0	30	535	61	40	422	5
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	51	0	29	2	0	0	32	567	65	42	447	5
Added Vol:	1	0	0	0	0	0	0	167	1	0	158	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	0	29	2	0	0	32	734	66	42	605	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:	56	0	31	2	0	0	35	798	71	46	658	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	56	0	31	2	0	0	35	798	71	46	658	6
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	xxxx	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	xxxx	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1324	1659	435	1218	xxxx	xxxxx	664	xxxx	xxxxx	869	xxxx	xxxxx
Potent Cap.:	116	99	575	139	xxxx	xxxxx	935	xxxx	xxxxx	784	xxxx	xxxxx
Move Cap.:	108	89	575	122	xxxx	xxxxx	935	xxxx	xxxxx	784	xxxx	xxxxx
Volume/Cap:	0.52	0.00	0.05	0.02	xxxx	xxxx	0.04	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.2	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	11.6	35.1	xxxx	xxxxx	9.0	xxxx	xxxxx	9.9	xxxx	xxxxx
LOS by Move:	*	*	B	E	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	108	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	2.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	70.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	49.5			35.1			xxxxxx			xxxxxx		
ApproachLOS:	E			E			*			*		

Note: Queue reported is the number of cars per lane.

Year 2020 With Related Projects Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 Barkentine Road/Palos Verdes Drive South

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: D[29.3]

Street Name:	Barkentine Road						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	1! 0	0	0	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																
Base Vol:	14	0	6	0	0	3	19	561	12	7	437	2
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	15	0	6	0	0	3	20	595	13	7	463	2
Added Vol:	0	0	0	0	0	0	0	167	0	0	158	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	0	6	0	0	3	20	762	13	7	621	2
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	0	7	0	0	3	22	828	14	8	675	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	0	7	0	0	3	22	828	14	8	675	2
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:																
Cnflict Vol:	1232	1572	421	xxxx	xxxx	338	678	xxxx	xxxxx	842	xxxx	xxxxx
Potent Cap.:	135	111	587	xxxx	xxxx	664	924	xxxx	xxxxx	803	xxxx	xxxxx
Move Cap.:	131	108	587	xxxx	xxxx	664	924	xxxx	xxxxx	803	xxxx	xxxxx
Volume/Cap:	0.12	0.00	0.01	xxxx	xxxx	0.01	0.02	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.4	9.0	xxxx	xxxxx	9.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	171	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	29.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	*	*	*
ApproachDel:	29.3			10.4			xxxxxx			xxxxxx		
ApproachLOS:	D			B			*			*		

Note: Queue reported is the number of cars per lane.

Year 2020 With Related Projects Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Forrestal Drive/Palos Verdes Drive South

Average Delay (sec/veh): 5.5 Worst Case Level Of Service: F[87.4]

Street Name:	Forrestal Drive						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	0	1	0	1	0	1
Volume Module:																					
Base Vol:	17	0	29	34	1	24	23	557	13	27	425	46
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	18	0	31	36	1	25	24	590	14	29	451	49
Added Vol:	4	0	17	0	0	0	0	156	8	30	151	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	0	48	36	1	25	24	746	22	59	602	49
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	0	52	39	1	28	27	811	24	64	654	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	24	0	52	39	1	28	27	811	24	64	654	53
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:	1686	1699	811	1683	1669	654	707	xxxx	xxxxx	835	xxxx	xxxxx
Potent Cap.:	75	93	382	76	97	470	901	xxxx	xxxxx	807	xxxx	xxxxx
Move Cap.:	64	83	382	60	87	470	901	xxxx	xxxxx	807	xxxx	xxxxx
Volume/Cap:	0.37	0.00	0.14	0.65	0.01	0.06	0.03	xxxx	xxxx	0.08	xxxx	xxxx
Level Of Service Module:																					
2Way95thQ:	1.4	xxxx	xxxxx	2.7	xxxx	xxxxx	0.1	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	90.8	xxxx	xxxxx	140.9	xxxx	xxxxx	9.1	xxxx	xxxxx	9.8	xxxx	xxxxx
LOS by Move:	F	*	*	F	*	*	A	*	*	A	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	382	xxxx	xxxx	400	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.5	xxxxx	xxxx	0.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	15.9	xxxxx	xxxx	14.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	C	*	*	B	*	*	*	*	*	*
ApproachDel:	39.5			87.4			xxxxxx			xxxxxx		
ApproachLOS:	E			F			*			*		

Note: Queue reported is the number of cars per lane.

Year 2020 With Related Projects Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #16 Palos Verdes Drive East/Palos Verdes Drive South

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Average Delay (sec/veh): 3.8 Worst Case Level Of Service: E[37.2]

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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	36	0	66	61	466	0	0	432	31
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	38	0	70	65	494	0	0	458	33
Added Vol:	0	0	0	20	0	12	13	160	0	0	169	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	58	0	82	78	654	0	0	627	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	63	0	89	84	711	0	0	681	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	63	0	89	84	711	0	0	681	56
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	1561	xxxx	681	738	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	125	xxxx	454	877	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	115	xxxx	454	877	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.55	xxxx	0.20	0.10	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	2.6	xxxx	0.7	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	68.7	xxxx	14.9	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	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			37.2			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

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Note: Queue reported is the number of cars per lane.

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Year 2020 With Related Projects Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #48 Narcissa Drive/Palos Verdes Drive South

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Average Delay (sec/veh): 0.7 Worst Case Level Of Service: C[24.5]

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Street Name:	Narcissa Drive						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	1! 0	0	0 1	0	0 1	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	0	0	0	15	0	15	21	547	0	0	410	6
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	16	0	16	22	580	0	0	435	6
Added Vol:	0	0	0	0	0	0	0	167	0	0	158	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	16	0	16	22	747	0	0	593	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	0	0	17	0	17	24	812	0	0	644	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	17	0	17	24	812	0	0	644	7
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1516	1511	812	1504	1504	644	651	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	99	121	382	135	123	476	945	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	93	118	382	132	119	476	945	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.13	0.00	0.04	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.8	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	0	xxxxx	132	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	36.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	E	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			24.5			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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Note: Queue reported is the number of cars per lane.

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Year 2020 With Related Projects Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #74 Peppertree Drive/Palos Verdes Drive South

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: D[29.6]

Street Name:	Peppertree Drive						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	1	1 0	1	0	0 0	1	0 1
Volume Module:												
Base Vol:	0 0	0	15	0	6	9	562	0	0	427	13	
Growth Adj:	1.06 1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	
Initial Bse:	0 0	0	16	0	6	10	596	0	0	453	14	
Added Vol:	0 0	0	0	0	0	0	167	0	0	158	0	
PasserByVol:	0 0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0 0	0	16	0	6	10	763	0	0	611	14	
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	17	0	7	10	829	0	0	664	15	
Reduct Vol:	0 0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	0 0	0	17	0	7	10	829	0	0	664	15	
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	1514	xxxx	664	679	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx xxxx	xxxxx	133	xxxx	464	923	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Move Cap.:	xxxx xxxx	xxxxx	132	xxxx	464	923	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx xxxx	xxxx	0.13	xxxx	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx	0.4	xxxx	0.0	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Control Del:	xxxxx xxxx	xxxxx	36.3	xxxx	12.9	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		29.6			xxxxxx			xxxxxx			
ApproachLOS:	*		D			*			*			

Note: Queue reported is the number of cars per lane.

APPENDIX B-4

YEAR 2020 FUTURE WITH PROJECT CONDITIONS

Year 2020 With Project Traffic Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Via Rivera/Hawthorne Boulevard

Average Delay (sec/veh): 14.6 Worst Case Level Of Service: F[141.7]

Street Name:	Via Rivera									Hawthorne Boulevard								
Approach:	North Bound						South Bound						East Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled					
Rights:	Include						Include						Include					
Lanes:	0	0	0	0	1		0	0	1!	0	0		1	0	1	1	0	
Volume Module:																		
Base Vol:	0	0	0				122	2	51				46	641	1			
Growth Adj:	1.06	1.06	1.06				1.06	1.06	1.06				1.06	1.06	1.06			
Initial Bse:	0	0	0				129	2	54				49	679	1			
Added Vol:	0	0	0				0	0	0				0	108	0			
PasserByVol:	0	0	0				0	0	0				0	0	0			
Initial Fut:	0	0	0				129	2	54				49	787	1			
User Adj:	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			
PHF Volume:	0	0	0				141	2	59				53	856	1			
Reduct Vol:	0	0	0				0	0	0				0	0	0			
FinalVolume:	0	0	0				141	2	59				53	856	1			
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		429	1285	1714	338			874	xxxx	xxxxx				857	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx		580	159	91	663			781	xxxx	xxxxx				792	xxxx	xxxxx
Move Cap.:	xxxx	xxxx		580	146	81	663			781	xxxx	xxxxx				792	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx		0.00	0.97	0.03	0.09			0.07	xxxx	xxxx				0.05	xxxx	xxxx
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx							0.2	xxxx	xxxxx				0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx							9.9	xxxx	xxxxx				9.8	xxxx	xxxxx
LOS by Move:	*	*	*							A	*	*				A	*	*
Movement:	LT - LTR - RT									LT - LTR - RT						LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx							xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*							*	*	*				*	*	*
ApproachDel:	xxxxxx									xxxxxx						xxxxxx		
ApproachLOS:	*									*						*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 Tramonto Drive-Seahill Drive/Palos Verdes Drive South

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: E[47.0]

Street Name:	Tramonto Drive-Seahill Drive									Palos Verdes Drive South								
Approach:	North Bound						South Bound						East Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled					
Rights:	Include						Include						Include					
Lanes:	0	1	0	0	1		1	0	0	0	0		1	0	1	1	0	
Volume Module:																		
Base Vol:	94	1	28				9	0	0				3	328	17			
Growth Adj:	1.06	1.06	1.06				1.06	1.06	1.06				1.06	1.06	1.06			
Initial Bse:	100	1	30				10	0	0				3	348	18			
Added Vol:	1	0	0				0	0	0				0	92	0			
PasserByVol:	0	0	0				0	0	0				0	0	0			
Initial Fut:	101	1	30				10	0	0				3	440	18			
User Adj:	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			
PHF Volume:	109	1	32				10	0	0				3	478	20			
Reduct Vol:	0	0	0				0	0	0				0	0	0			
FinalVolume:	109	1	32				10	0	0				3	478	20			
Critical Gap Module:																		
Critical Gp:	7.5	6.5		6.9			7.5	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0		3.3			3.5	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																		
Cnflict Vol:	1075	1604		249			1354	xxxx	xxxxx				1056	xxxx	xxxxx			
Potent Cap.:	177	107		757			110	xxxx	xxxxx				667	xxxx	xxxxx			
Move Cap.:	173	103		757			102	xxxx	xxxxx				667	xxxx	xxxxx			
Volume/Cap:	0.63	0.01		0.04			0.10	xxxx	xxxx				0.01	xxxx	xxxx			
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx								0.1			0.3	xxxx	xxxxx			
Control Del:	xxxxx	xxxx								10.0			44.1	xxxx	xxxxx			
LOS by Move:	*	*								A			E	*	*			
Movement:	LT - LTR - RT									LT - LTR - RT								
Shared Cap.:	171	xxxx	xxxxx							xxxx	xxxx	xxxxx						
SharedQueue:	3.7	xxxx	xxxxx							xxxxx	xxxx	xxxxx						
Shrd ConDel:	57.8	xxxx	xxxxx							xxxxx	xxxx	xxxxx						
Shared LOS:	F	*	*							*	*	*						
ApproachDel:	47.0									44.1						xxxxxx		
ApproachLOS:	E									E						*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 Barkentine Road/Palos Verdes Drive South

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: D[26.9]

Street Name:	Barkentine Road									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 1! 0	0	0	0 1! 0	0	1	0 1 1	0	1	0 2	0 1			
Volume Module:															
Base Vol:	22	0	3	5	0	10	6	369	5	3	735	1			
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06			
Initial Bse:	23	0	3	5	0	11	6	391	5	3	779	1			
Added Vol:	0	0	0	0	0	0	0	92	0	0	161	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	23	0	3	5	0	11	6	483	5	3	940	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:	25	0	3	6	0	12	7	525	6	3	1022	1			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	25	0	3	6	0	12	7	525	6	3	1022	1			
Critical Gap Module:															
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	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:	1060	1572	265	1305	1574	511	1023	xxxx	xxxxx	531	xxxx	xxxxx			
Potent Cap.:	181	111	739	120	111	513	686	xxxx	xxxxx	1047	xxxx	xxxxx			
Move Cap.:	175	110	739	118	110	513	686	xxxx	xxxxx	1047	xxxx	xxxxx			
Volume/Cap:	0.14	0.00	0.00	0.05	0.00	0.02	0.01	xxxx	xxxx	0.00	xxxx	xxxx			
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.3	xxxx	xxxxx	8.5	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	B	*	*	A	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT			
Shared Cap.:	xxxx	193	xxxxx	xxxx	242	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	0.5	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	26.9	xxxxx	xxxxx	21.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	D	*	*	C	*	*	*	*	*	*	*			
ApproachDel:		26.9			21.0			xxxxxx			xxxxxx				
ApproachLOS:		D			C			*			*				

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Forrestal Drive/Palos Verdes Drive South

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: F[78.6]

Street Name:	Forrestal Drive									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:	3	1	1	41	0	25	15	438	2	12	676	20			
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06			
Initial Bse:	3	1	1	43	0	27	16	464	2	13	717	21			
Added Vol:	7	0	26	0	0	0	0	92	2	9	137	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	10	1	27	43	0	27	16	556	4	22	854	21			
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	1	29	47	0	29	17	605	4	24	928	23			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	11	1	29	47	0	29	17	605	4	24	928	23			
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:	1640	1637	605	1632	1619	928	951	xxxx	xxxxx	609	xxxx	xxxxx			
Potent Cap.:	81	102	502	82	104	328	731	xxxx	xxxxx	979	xxxx	xxxxx			
Move Cap.:	71	97	502	74	99	328	731	xxxx	xxxxx	979	xxxx	xxxxx			
Volume/Cap:	0.16	0.01	0.06	0.64	0.00	0.09	0.02	xxxx	xxxx	0.02	xxxx	xxxx			
Level Of Service Module:															
2Way95thQ:	0.5	xxxx	xxxxx	2.9	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx			
Control Del:	64.6	xxxx	xxxxx	116.2	xxxx	xxxxx	10.0	xxxx	xxxxx	8.8	xxxx	xxxxx			
LOS by Move:	F	*	*	F	*	*	B	*	*	A	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT			
Shared Cap.:	xxxx	xxxx	433	xxxx	xxxx	328	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	0.2	xxxxx	xxxx	0.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	13.9	xxxxx	xxxx	17.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	B	*	*	C	*	*	*	*	*	*			
ApproachDel:		27.4			78.6			xxxxxx			xxxxxx				
ApproachLOS:		D			F			*			*				

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Palos Verdes Drive East/Palos Verdes Drive South

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: D[27.8]

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	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	0	0	0	16	0	119	126	336	0	0	591	40
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	17	0	126	134	356	0	0	626	42
Added Vol:	0	0	0	11	0	11	13	105	0	0	135	31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	28	0	137	147	461	0	0	761	73
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	30	0	149	159	501	0	0	828	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	30	0	149	159	501	0	0	828	80
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	1648	xxxx	828	907	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	110	xxxx	374	758	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	92	xxxx	374	758	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.33	xxxx	0.40	0.21	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.3	xxxx	1.9	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	61.9	xxxx	20.8	11.0	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			27.8			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #48 Narcissa Drive/Palos Verdes Drive South

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: D[27.6]

Street Name:	Narcissa Drive						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	1	0	0	1	0	0	1	0	1
Volume Module:												
Base Vol:	0	1	2	10	0	32	12	359	0	0	696	6
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	1	2	11	0	34	13	381	0	0	738	6
Added Vol:	0	0	0	6	0	9	3	89	0	0	152	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1	2	17	0	43	16	470	0	0	890	8
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	1	2	18	0	47	17	510	0	0	967	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1	2	18	0	47	17	510	0	0	967	9
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	1521	510	1513	1512	967	976	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	120	567	99	121	311	715	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	117	567	96	118	311	715	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	0.01	0.00	0.19	0.00	0.15	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.5	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	18.6	10.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	C	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	248	96	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.0	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	19.7	50.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	C	F	*	*	*	*	*	*	*	*
ApproachDel:	19.7			27.6			xxxxxx			xxxxxx		
ApproachLOS:	C			D			*			*		

Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #74 Peppertree Drive/Palos Verdes Drive South

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: D[27.2]

Street Name:	Peppertree Drive								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		13	0	8		6	370	0		0	712	5	
Growth Adj:	1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06	
Initial Bse:	0	0	0		14	0	8		6	392	0		0	755	5	
Added Vol:	0	0	0		3	0	9		3	92	0		0	145	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		17	0	17		9	484	0		0	900	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	0	0		18	0	19		10	526	0		0	978	7	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		18	0	19		10	526	0		0	978	7	
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		1525	xxxx	978		985	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		131	xxxx	307		709	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		130	xxxx	307		709	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.14	xxxx	0.06		0.01	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.5	xxxx	0.2		0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		37.2	xxxx	17.5		10.1	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				27.2				xxxxxx				xxxxxx			
ApproachLOS:	*				D				*				*			

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #6 Via Rivera/Hawthorne Boulevard

****

Average Delay (sec/veh): 5.3 Worst Case Level Of Service: F[102.3]

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Street Name:	Via Rivera									Hawthorne Boulevard								
Approach:	North Bound						South Bound						East Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled					
Rights:	Include						Include						Include					
Lanes:	0	0	0	0	1		0	0	1!	0	0		1	0	1	1	0	
Volume Module:																		
Base Vol:	0	0	12				58	0	24				35	512	5			
Growth Adj:	1.06	1.06	1.06				1.06	1.06	1.06				1.06	1.06	1.06			
Initial Bse:	0	0	13				61	0	25				37	543	5			
Added Vol:	0	0	0				0	0	0				0	216	0			
PasserByVol:	0	0	0				0	0	0				0	0	0			
Initial Fut:	0	0	13				61	0	25				37	759	5			
User Adj:	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			
PHF Volume:	0	0	14				67	0	28				40	825	6			
Reduct Vol:	0	0	0				0	0	0				0	0	0			
FinalVolume:	0	0	14				67	0	28				40	825	6			
Critical Gap Module:																		
Critical Gp:	xxxxx	xxxx	6.9				7.5	6.5	6.9				4.1	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	3.3				3.5	4.0	3.3				2.2	xxxx	xxxxx			
Capacity Module:																		
Cnflict Vol:	xxxx	xxxx	415				1421	1840	441				968	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	592				98	76	569				720	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	592				90	70	569				720	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	0.02				0.74	0.00	0.05				0.06	xxxx	xxxx			
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	0.1				xxxx	xxxx	xxxxx				0.2	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	11.2				xxxxx	xxxx	xxxxx				10.3	xxxx	xxxxx			
LOS by Move:	*	*	B				*	*	*				B	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	119	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	4.6	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	102	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	F	*				*	*	*			
ApproachDel:		11.2						102.3						xxxxxx				
ApproachLOS:		B						F						*				

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Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #11 Tramonto Drive-Seahill Drive/Palos Verdes Drive South

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Average Delay (sec/veh): 3.2 Worst Case Level Of Service: F[53.3]

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Street Name:	Tramonto Drive-Seahill Drive									Palos Verdes Drive South								
Approach:	North Bound						South Bound						East Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled					
Rights:	Include						Include						Include					
Lanes:	0	1	0	0	1		1	0	0	0	0		1	0	1	1	0	
Volume Module:																		
Base Vol:	48	0	27				2	0	0				30	535	61			
Growth Adj:	1.06	1.06	1.06				1.06	1.06	1.06				1.06	1.06	1.06			
Initial Bse:	51	0	29				2	0	0				32	567	65			
Added Vol:	1	0	0				0	0	0				0	186	1			
PasserByVol:	0	0	0				0	0	0				0	0	0			
Initial Fut:	52	0	29				2	0	0				32	753	66			
User Adj:	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			
PHF Volume:	56	0	31				2	0	0				35	819	71			
Reduct Vol:	0	0	0				0	0	0				0	0	0			
FinalVolume:	56	0	31				2	0	0				35	819	71			
Critical Gap Module:																		
Critical Gp:	7.5	6.5	6.9				7.5	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3				3.5	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																		
Cnflict Vol:	1351	1692	445				1242	xxxx	xxxxx				677	xxxx	xxxxx			
Potent Cap.:	111	94	566				133	xxxx	xxxxx				924	xxxx	xxxxx			
Move Cap.:	103	85	566				117	xxxx	xxxxx				924	xxxx	xxxxx			
Volume/Cap:	0.55	0.00	0.05				0.02	xxxx	xxxx				0.04	xxxx	xxxx			
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	0.2				0.1	xxxx	xxxxx				0.1	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	11.7				36.4	xxxx	xxxxx				9.0	xxxx	xxxxx			
LOS by Move:	*	*	B				E	*	*				A	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	103	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	2.5	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	76.3	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	F	*	*				*	*	*				*	*	*			
ApproachDel:		53.3						36.4						xxxxxx				
ApproachLOS:		F						E						*				

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Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 Barkentine Road/Palos Verdes Drive South

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: D[30.5]

Street Name:	Barkentine Road						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 1! 0 0			0 0 0 0 1			1 0 1 1 0			1 0 2 0 1		
Volume Module:												
Base Vol:	14	0	6	0	0	3	19	561	12	7	437	2
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	15	0	6	0	0	3	20	595	13	7	463	2
Added Vol:	0	0	0	0	0	0	0	186	0	0	170	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	0	6	0	0	3	20	781	13	7	633	2
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	0	7	0	0	3	22	849	14	8	688	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	0	7	0	0	3	22	849	14	8	688	2
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1260	1606	431	xxxx	xxxx	344	691	xxxx	xxxxx	862	xxxx	xxxxx
Potent Cap.:	129	106	578	xxxx	xxxx	658	914	xxxx	xxxxx	788	xxxx	xxxxx
Move Cap.:	125	103	578	xxxx	xxxx	658	914	xxxx	xxxxx	788	xxxx	xxxxx
Volume/Cap:	0.13	0.00	0.01	xxxx	xxxx	0.01	0.02	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.5	9.0	xxxx	xxxxx	9.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	164	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	30.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	*	*	*
ApproachDel:		30.5			10.5			xxxxxx			xxxxxx	
ApproachLOS:		D			B			*			*	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Forrestal Drive/Palos Verdes Drive South

Average Delay (sec/veh): 5.7 Worst Case Level Of Service: F[91.9]

Street Name:	Forrestal Drive						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:	17	0	29	34	1	24	23	557	13	27	425	46
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	18	0	31	36	1	25	24	590	14	29	451	49
Added Vol:	4	0	17	0	0	0	0	162	8	30	161	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	0	48	36	1	25	24	752	22	59	612	49
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	0	52	39	1	28	27	818	24	64	665	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	24	0	52	39	1	28	27	818	24	64	665	53
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:	1704	1716	818	1701	1687	665	718	xxxx	xxxxx	842	xxxx	xxxxx
Potent Cap.:	73	91	379	73	95	464	893	xxxx	xxxxx	803	xxxx	xxxxx
Move Cap.:	62	81	379	58	85	464	893	xxxx	xxxxx	803	xxxx	xxxxx
Volume/Cap:	0.38	0.00	0.14	0.67	0.01	0.06	0.03	xxxx	xxxx	0.08	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.4	xxxx	xxxxx	2.8	xxxx	xxxxx	0.1	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	94.7	xxxx	xxxxx	148.5	xxxx	xxxxx	9.2	xxxx	xxxxx	9.9	xxxx	xxxxx
LOS by Move:	F	*	*	F	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	379	xxxx	xxxx	393	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.5	xxxxx	xxxx	0.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	16.0	xxxxx	xxxx	14.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	C	*	*	B	*	*	*	*	*	*
ApproachDel:		40.8			91.9			xxxxxx			xxxxxx	
ApproachLOS:		E			F			*			*	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Palos Verdes Drive East/Palos Verdes Drive South

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: E[38.2]

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	36	0	66	61	466	0	0	432	31
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	38	0	70	65	494	0	0	458	33
Added Vol:	0	0	0	20	0	15	15	164	0	0	177	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	58	0	85	80	658	0	0	635	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	63	0	92	87	715	0	0	690	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	63	0	92	87	715	0	0	690	56
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	1578	xxxx	690	747	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	122	xxxx	448	871	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	112	xxxx	448	871	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.56	xxxx	0.21	0.10	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	2.7	xxxx	0.8	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	72.0	xxxx	15.1	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	C	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			38.2			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #48 Narcissa Drive/Palos Verdes Drive South

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: D[25.9]

Street Name:	Narcissa Drive						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	1!	0 0	0	1	0 0 1	1	0	0 1 0	1	0	1 0 1
Volume Module:												
Base Vol:	0	0	0	15	0	15	21	547	0	0	410	6
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	16	0	16	22	580	0	0	435	6
Added Vol:	0	0	0	4	0	6	10	177	0	0	164	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	22	32	757	0	0	599	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:	0	0	0	22	0	24	35	823	0	0	651	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	22	0	24	35	823	0	0	651	15
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1563	1558	823	1543	1543	651	665	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	92	114	377	128	116	472	934	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	85	109	377	124	112	472	934	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.17	0.00	0.05	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.0	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	0	xxxxx	124	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	40.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	E	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			25.9			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #74 Peppertree Drive/Palos Verdes Drive South

****

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: D[28.5]

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Street Name:	Peppertree Drive									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			15	0	6			9	562	0			0	427	13		
Growth Adj:	1.06	1.06	1.06			1.06	1.06	1.06			1.06	1.06	1.06			1.06	1.06	1.06		
Initial Bse:	0	0	0			16	0	6			10	596	0			0	453	14		
Added Vol:	0	0	0			2	0	6			10	171	0			0	165	3		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	0			18	0	12			20	767	0			0	618	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:	0	0	0			19	0	13			21	833	0			0	671	18		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	0			19	0	13			21	833	0			0	671	18		
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			1547	xxxx	671			690	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx			127	xxxx	460			914	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx			125	xxxx	460			914	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx			0.16	xxxx	0.03			0.02	xxxx	xxxx		xxxx	xxxx	xxxx			
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			0.5	xxxx	0.1			0.1	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx			39.1	xxxx	13.1			9.0	xxxx	xxxxx	xxxxx	xxxx	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					28.5					xxxxxx					xxxxxx				
ApproachLOS:	*					D					*					*				

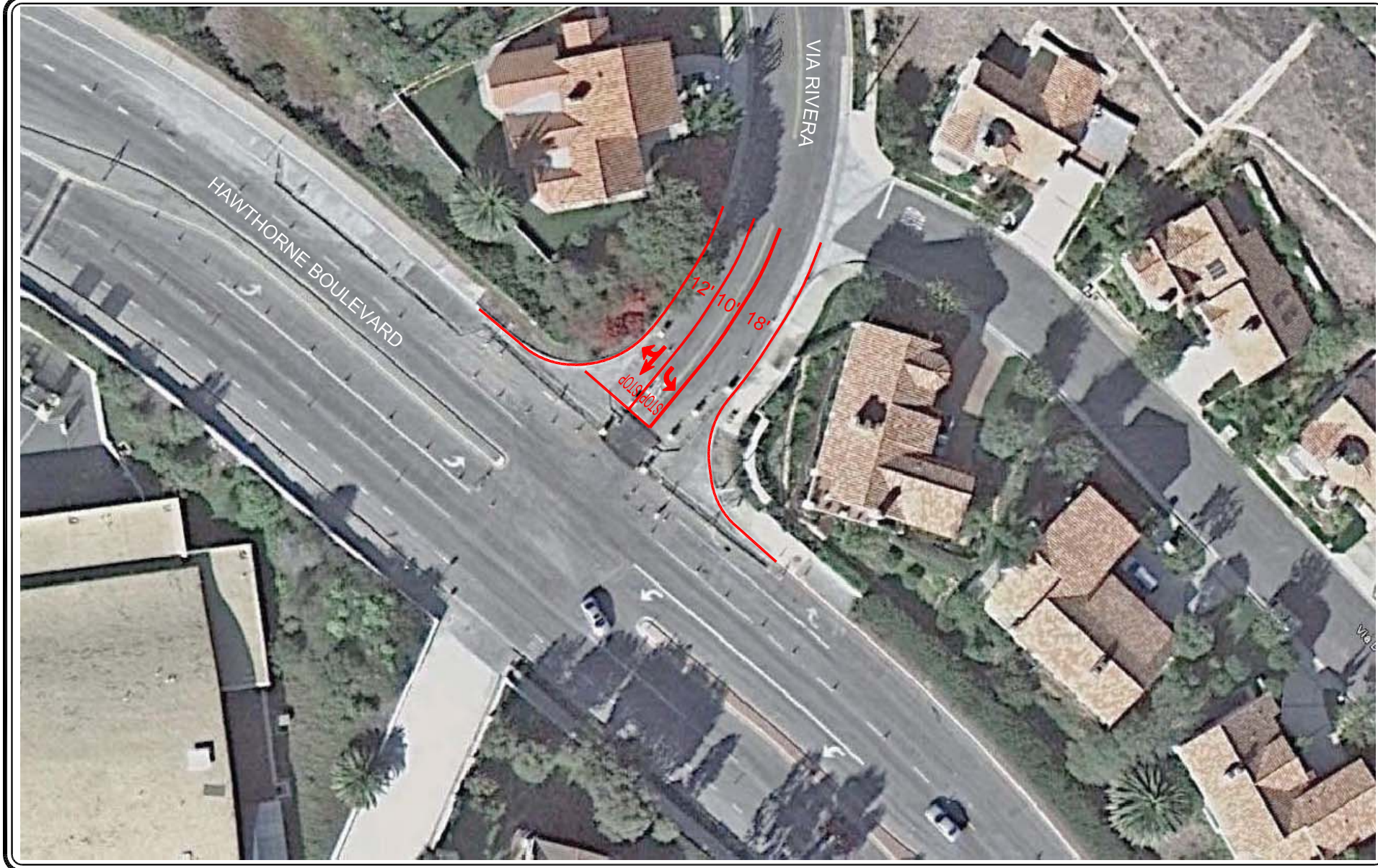
****

Note: Queue reported is the number of cars per lane.

****

APPENDIX B-5

YEAR 2020 FUTURE WITH PROJECT WITH MITIGATION CONDITIONS



N

NOT TO SCALE

MAP SOURCE: GOOGLE EARTH

APPENDIX FIGURE B-1
CONCEPTUAL MITIGATION MEASURE

HAWTHORNE BOULEVARD/VIA RIVERA

ZONE 2 LANDSLIDE MORATORIUM - PORTUGUESE BEND PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

o:\job_file\3845\dwg\apndx-b-1.dwg LDP 15:05:28 03/24/2011 rodriquez

Year 2020 With Project Traffic Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Via Rivera/Hawthorne Boulevard

Average Delay (sec/veh): 9.6 Worst Case Level Of Service: F[91.7]

Street Name:	Via Rivera						Hawthorne Boulevard					
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			1 0 0 1 0			1 0 1 1 0			1 0 2 0 1		
Volume Module:												
Base Vol:	0	0	0	122	2	51	46	641	1	32	429	171
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	129	2	54	49	679	1	34	455	181
Added Vol:	0	0	0	0	0	0	0	108	0	0	168	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	129	2	54	49	787	1	34	623	181
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	141	2	59	53	856	1	37	677	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	141	2	59	53	856	1	37	677	197
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	429	1285	1714	338	874	xxxx	xxxxx	857	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	580	159	91	663	781	xxxx	xxxxx	792	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	580	146	81	663	781	xxxx	xxxxx	792	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.00	0.97	0.03	0.09	0.07	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	7.0	xxxx	xxxxx	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	125.9	xxxx	xxxxx	9.9	xxxx	xxxxx	9.8	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	522	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	B	*	*	*	*	*	*
ApproachDel:	xxxxxx			91.7			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

Year 2020 With Project Traffic Conditions
AM Peak Hour

Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Future Volume Alternative

****

Intersection #6 Via Rivera/Hawthorne Boulevard

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
HevVeh:	0%			0%			0%			0%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed: 4.00 feet/sec												
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period: 0.25 hour												
Upstream Signals:												
Link Index:							#19			#22		
Dist(miles):							0.000			0.000		
Speed (mph):							0.00			0.00		
SignalIndex:							#3			#9		
Cycle Time:							0 secs			0 secs		
InitVolume:							0	0		0	0	
Saturation:							0	0		0	0	
ArrivalType:							0	0		0	0	
G/C:							0.00	0.00		0.00	0.00	
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection												
P:							0.000	0.000		0.000	0.000	
gq1:							0.00	0.00		0.00	0.00	
gq2:							0.00	0.00		0.00	0.00	
gq:							0.00	0.00		0.00	0.00	
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons												
alpha:							0.000			0.000		
beta:							0.000			0.000		
ta (secs):							0.000			0.000		
F:							0.000			0.000		
f:							0.000	0.000		0.000	0.000	
vcmax:							0	0		0	0	
vcg:							0	0		0	0	
vcmin:							0	0		0	0	
tp:							0.0	0.0		0.0	0.0	
p:							0.000			0.000		
*** Computation 3: Platoon Event Periods												
pdom/psubo:							0.000/0.000/Unconstrained					
*** Computation 4: Conflicting Flows During Each Unblocked Period												
InitCnflVol:	1376	1910	429	1285	1714	338	874	xxxxx	xxxxx	857	xxxxx	xxxxx
AdjCnflVol:	1376	1910	429	1285	1714	338	874	xxxxx	xxxxx	857	xxxxx	xxxxx
UpstreamAdj:	1.00	1.000	1.000	1.00	1.000	1.000	1.00	x.xxx	x.xxx	1.00	x.xxx	x.xxx
ConflictVol:	1376	1910	429	1285	1714	338	874	xxxxx	xxxxx	857	xxxxx	xxxxx
*** Computation 5: Capacity for Subject Movement During Unblocked Period												
InitPotCap:	106	69	580	159	91	663	781	xxxxx	xxxxx	792	xxxxx	xxxxx
UpstreamAdj:	1.00	1.000	1.000	1.00	1.000	1.000	1.00	x.xxx	x.xxx	1.00	x.xxx	x.xxx
Potent Cap.:	106	69	580	159	91	663	781	xxxxx	xxxxx	792	xxxxx	xxxxx

Year 2020 With Project Traffic Conditions
AM Peak Hour

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Via Rivera/Hawthorne Boulevard

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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				
Lanes:	0	0	0	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Initial Vol:	0		0		0	129		2		54	49		787		1	34		623		181
ApproachDel:	xxxxxx					91.7					xxxxxx					xxxxxx				

Approach[southbound] [lanes=2] [control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=4.7]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=186]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=1861]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Year 2020 With Project Traffic Conditions
AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #6 Via Rivera/Hawthorne Boulevard

****

Future Volume Alternative: Peak Hour Warrant Met

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					
Lanes:	0	0	0	0	1		1	0	0	1	0		1	0	1	1	0		1	0	2	0	1	
Initial Vol:	0		0		0		129		2		54		49		787		1		34		623		181	

Major Street Volume: 1675
Minor Approach Volume: 186
Minor Approach Volume Threshold: 152

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Year 2020 With Project Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Via Rivera/Hawthorne Boulevard

Average Delay (sec/veh): 4.5 Worst Case Level Of Service: F[86.0]

Street Name:	Via Rivera						Hawthorne Boulevard					
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			1 0 0 1 0			1 0 1 1 0			1 0 2 0 1		
Volume Module:												
Base Vol:	0	0	12	58	0	24	35	512	5	20	563	74
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	13	61	0	25	37	543	5	21	597	78
Added Vol:	0	0	0	0	0	0	0	216	0	0	215	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	13	61	0	25	37	759	5	21	812	78
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	14	67	0	28	40	825	6	23	882	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	14	67	0	28	40	825	6	23	882	85
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	7.5	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	415	1421	1840	441	968	xxxx	xxxxx	830	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	592	98	76	569	720	xxxx	xxxxx	810	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	592	90	70	569	720	xxxx	xxxxx	810	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.02	0.74	0.00	0.05	0.06	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	3.8	xxxx	xxxxx	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	11.2	116.8	xxxx	xxxxx	10.3	xxxx	xxxxx	9.6	xxxx	xxxxx
LOS by Move:	*	*	B	F	*	*	B	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	569	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	B	*	*	*	*	*	*
ApproachDel:	11.2			86.0			xxxxxx			xxxxxx		
ApproachLOS:	B			F			*			*		

Note: Queue reported is the number of cars per lane.

Year 2020 With Project Traffic Conditions
PM Peak Hour

Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Future Volume Alternative

****

Intersection #6 Via Rivera/Hawthorne Boulevard

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HevVeh:	0%			0%			0%			0%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed: 4.00 feet/sec												
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period: 0.25 hour												
Upstream Signals:												
Link Index:							#19			#22		
Dist(miles):							0.000			0.000		
Speed (mph):							0.00			0.00		
SignalIndex:							#3			#9		
Cycle Time:							0 secs			0 secs		
InitVolume:							0	0		0	0	
Saturation:							0	0		0	0	
ArrivalType:							0	0		0	0	
G/C:							0.00	0.00		0.00	0.00	
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection												
P:							0.000	0.000		0.000	0.000	
gq1:							0.00	0.00		0.00	0.00	
gq2:							0.00	0.00		0.00	0.00	
gq:							0.00	0.00		0.00	0.00	
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons												
alpha:							0.000			0.000		
beta:							0.000			0.000		
ta (secs):							0.000			0.000		
F:							0.000			0.000		
f:							0.000	0.000		0.000	0.000	
vcmax:							0	0		0	0	
vcg:							0	0		0	0	
vcmin:							0	0		0	0	
tp:							0.0	0.0		0.0	0.0	
p:							0.000			0.000		
*** Computation 3: Platoon Event Periods												
pdom/psubo:							0.000/0.000/Unconstrained					
*** Computation 4: Conflicting Flows During Each Unblocked Period												
InitCnflVol:	1396	1922	415	1421	1840	441	968	xxxxx	xxxxx	830	xxxxx	xxxxx
AdjCnflVol:	1396	1922	415	1421	1840	441	968	xxxxx	xxxxx	830	xxxxx	xxxxx
UpstreamAdj:	1.00	1.000	1.000	1.00	1.000	1.000	1.00	x.xxx	x.xxx	1.00	x.xxx	x.xxx
ConflictVol:	1396	1922	415	1421	1840	441	968	xxxxx	xxxxx	830	xxxxx	xxxxx
*** Computation 5: Capacity for Subject Movement During Unblocked Period												
InitPotCap:	103	68	592	98	76	569	720	xxxxx	xxxxx	810	xxxxx	xxxxx
UpstreamAdj:	1.00	1.000	1.000	1.00	1.000	1.000	1.00	x.xxx	x.xxx	1.00	x.xxx	x.xxx
Potent Cap.:	103	68	592	98	76	569	720	xxxxx	xxxxx	810	xxxxx	xxxxx

Year 2020 With Project Traffic Conditions
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #6 Via Rivera/Hawthorne Boulevard

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0	0 0	1	1 0	0 1	0	1 0	1 1	0	1 0	2 0	1
Initial Vol:	0	0	13	61	0	25	37	759	5	21	812	78
ApproachDel:	11.2			86.0			xxxxxx			xxxxxx		

Approach[northbound] [lanes=1] [control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=13]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1812]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound] [lanes=2] [control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=87]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1812]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Year 2020 With Project Traffic Conditions
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 Via Rivera/Hawthorne Boulevard

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0 0	0	1	1 0	0	1 0	1 0	1	1 0	1 0	2	0 1
Initial Vol:	0	0	13	61	0	25	37	759	5	21	812	78

Major Street Volume: 1713
Minor Approach Volume: 87
Minor Approach Volume Threshold: 143 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Year 2020 With Project Traffic Conditions
AM Peak Hour

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

Intersection #6 Via Rivera/Hawthorne Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.517
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Via Rivera						Hawthorne Boulevard					
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:	0 0	0	0 1	0 0	1!	0 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	122	2	51	46	641	1	32	429	171
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	129	2	54	49	679	1	34	455	181
Added Vol:	0	0	0	0	0	0	0	108	0	0	168	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	129	2	54	49	787	1	34	623	181
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	141	2	59	53	856	1	37	677	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	141	2	59	53	856	1	37	677	197
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	141	2	59	53	856	1	37	677	197
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	1.00	0.70	0.01	0.29	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	1600	1115	18	466	1600	3196	4	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.13	0.13	0.03	0.27	0.27	0.02	0.21	0.12
Crit Moves:					****			****		****		

Year 2020 With Project Traffic Conditions
PM Peak Hour

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

Intersection #6 Via Rivera/Hawthorne Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.460
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Via Rivera						Hawthorne Boulevard					
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:	0 0	0	0 1	0 0	1!	0 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	12	58	0	24	35	512	5	20	563	74
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	13	61	0	25	37	543	5	21	597	78
Added Vol:	0	0	0	0	0	0	0	216	0	0	215	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	13	61	0	25	37	759	5	21	812	78
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	14	67	0	28	40	825	6	23	882	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	14	67	0	28	40	825	6	23	882	85
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	14	67	0	28	40	825	6	23	882	85
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	1.00	0.71	0.00	0.29	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	0	0	1600	1132	0	468	1600	3178	22	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.04	0.00	0.06	0.03	0.26	0.26	0.01	0.28	0.05
Crit Moves:	****					****	****				****	

N

NOT TO SCALE

MAP SOURCE: GOOGLE EARTH

APPENDIX FIGURE B-2
CONCEPTUAL MITIGATION MEASURE

SEAHILL DRIVE-TRAMONTO DRIVE/PALOS VERDES DRIVE SOUTH

ZONE 2 LANDSLIDE MORATORIUM - PORTUGUESE BEND PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*FSB*	Intersection	*Int #2:PVDS/Tramonto-Seahill*
Agency/Co.	*LLG Engineers*	Jurisdiction	*City of Rancho Palos Verdes*
Date Performed	*3/23/2011*	Analysis Year	*Future With Project*
Analysis Time Period	*AM Peak Hour*		

Project Description *Zone 2 - Portuguese Bend Project/1-10-3845-1*

East/West Street: *Palos Verdes Drive South* | North/South Street: *Tramonto Drive-Seahill Drive*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*3*	*440*	*18*	*24*	*970*	*2*
Peak-Hour Factor, PHF	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*
Hourly Flow Rate, HFR (veh/h)	*3*	*478*	*19*	*26*	*1054*	*2*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*1*	*2*	*0*	*1*	*2*	*1*
Configuration	*L*	*T*	*TR*	*L*	*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*101*	*1*	*30*	*10*	*0*	*0*
Peak-Hour Factor, PHF	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*
Hourly Flow Rate, HFR (veh/h)	*109*	*1*	*32*	*10*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*		*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*	*LT*		*R*		*LTR*	
v (veh/h)	*3*	*26*	*110*		*32*		*10*	
C (m) (veh/h)	*667*	*1077*	*302*		*796*		*184*	
v/c	*0.00*	*0.02*	*0.36*		*0.04*		*0.05*	
95% queue length	*0.01*	*0.07*	*1.61*		*0.13*		*0.17*	
Control Delay (s/veh)	*10.4*	*8.4*	*23.6*		*9.7*		*25.7*	
LOS	*B*	*A*	*C*		*A*		*D*	
Approach Delay (s/veh)	--	--	*20.5*			*25.7*		
Approach LOS	--	--	*C*			*D*		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*FSB*	Intersection	*Int #2:PVDS/Tramonto-Seahill*
Agency/Co.	*LLG Engineers*	Jurisdiction	*City of Rancho Palos Verdes*
Date Performed	*3/23/2011*	Analysis Year	*Future With Project*
Analysis Time Period	*PM Peak Hour*		

Project Description	*Zone 2 - Portuguese Bend Project/1-10-3845-1*
East/West Street: *Palos Verdes Drive South*	North/South Street: *Tramonto Drive-Seahill Drive*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*32*	*753*	*66*	*42*	*617*	*5*
Peak-Hour Factor, PHF	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*
Hourly Flow Rate, HFR (veh/h)	*34*	*818*	*71*	*45*	*670*	*5*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*1*	*2*	*0*	*1*	*2*	*1*
Configuration	*L*	*T*	*TR*	*L*	*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*52*	*0*	*29*	*2*	*0*	*0*
Peak-Hour Factor, PHF	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*
Hourly Flow Rate, HFR (veh/h)	*56*	*0*	*31*	*2*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*		*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*	*LT*		*R*		*LTR*	
v (veh/h)	*34*	*45*	*56*		*31*		*2*	
C (m) (veh/h)	*926*	*771*	*209*		*618*		*232*	
v/c	*0.04*	*0.06*	*0.27*		*0.05*		*0.01*	
95% queue length	*0.11*	*0.19*	*1.04*		*0.16*		*0.03*	
Control Delay (s/veh)	*9.0*	*10.0*	*28.4*		*11.1*		*20.7*	
LOS	*A*	*A*	*D*		*B*		*C*	
Approach Delay (s/veh)	--	--	*22.3*			*20.7*		
Approach LOS	--	--	*C*			*C*		

Year 2020 With Project Traffic Conditions
AM Peak Hour

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

Intersection #15 Forrestal Drive/Palos Verdes Drive South

Cycle (sec):	100	Critical Vol./Cap.(X):	0.739
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Street Name:	Forrestal Drive						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:	3	1	1	41	0	25	15	438	2	12	676	20
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	3	1	1	43	0	27	16	464	2	13	717	21
Added Vol:	7	0	26	0	0	0	0	92	2	9	137	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	1	27	43	0	27	16	556	4	22	854	21
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	1	29	47	0	29	17	605	4	24	928	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1	29	47	0	29	17	605	4	24	928	23
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	1	29	47	0	29	17	605	4	24	928	23
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	0.04	0.96	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	60	1540	1600	0	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.03	0.00	0.02	0.01	0.38	0.00	0.01	0.58	0.01
Crit Moves:		****		****			****				****	

Year 2020 With Project Traffic Conditions
PM Peak Hour

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

Intersection #15 Forrestal Drive/Palos Verdes Drive South

Cycle (sec):	100	Critical Vol./Cap.(X):	0.708
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Street Name:	Forrestal Drive						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:	17	0	29	34	1	24	23	557	13	27	425	46
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	18	0	31	36	1	25	24	590	14	29	451	49
Added Vol:	4	0	17	0	0	0	0	162	8	30	161	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	0	48	36	1	25	24	752	22	59	612	49
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	0	52	39	1	28	27	818	24	64	665	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	0	52	39	1	28	27	818	24	64	665	53
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	0	52	39	1	28	27	818	24	64	665	53
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	0.04	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	0	1600	1600	64	1536	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.03	0.02	0.02	0.02	0.02	0.51	0.01	0.04	0.42	0.03
Crit Moves:			****	****				****		****		

1.0 CONSTRUCTION IMPACT ANALYSIS

Project construction would generate traffic from construction worker travel, the arrival and departure of trucks delivering construction materials to the site, and the removal of debris generated by on-site demolition activities. Both the number of construction workers and trucks would vary throughout the construction process. It is important to note that the following construction summary and corresponding analyses assume that *all* 47 homes within the project site would be under construction simultaneously, which is a highly unlikely scenario and extremely conservative. This conservative assumption has been employed for illustrative purposes only so as to identify the maximum potential impact of construction activities in the vicinity.

1.1 Overview of Construction Phases

The construction of the project is anticipated to consist of several main construction work efforts: Demolition/Site Preparation/Grading/Building Construction/Paving/Architectural Coating. The total construction period is anticipated to last approximately 48 months within the above six general periods or phases of construction. The following provides a general overview of the various phases of construction, based on information provided by the environmental consultant: Phase 1 (two months) consists of demolition; Phase 2 (roughly one and one-half months) consists of site preparation, Phase 3 (almost four months) consists of grading, Phase 4 (36 months) consists of building construction activities, Phase 5 (two and one-half months) consists of paving, and Phase 6 (two and one-half months) consists of architectural coating.

1.1.1 *Demolition/Site Preparation/Grading*

Construction would initially begin with the demolition and removal of any existing on-site secondary structure/s and landscaping. It is anticipated that equipment needs would include heavy machinery such as a concrete/industrial saw, rubber tired dozers and excavators, and other miscellaneous machinery. During the peak period of this phase, a work force of seven construction workers per lot or a total of 329 construction workers for the entire project would be necessary and workers would occur in two general shifts. This phase is anticipated to take two months to complete and assumes all 47 homes are under construction simultaneously (a highly unlikely scenario).

The site preparation phase includes heavy construction equipment which would be located on-site during site preparation activities and would not travel to and from the project site on a daily basis. It is anticipated that equipment needs associated with site preparation activities would include rubber tired dozers, tractors/loaders/backhoes, and other miscellaneous machinery. During the peak period of this phase, a work force of a nine construction workers per lot or a total of 423 construction workers for the entire project would be necessary. This work is estimated to take roughly one and one-half months to complete, after completion of the building demolition and assumes all 47 homes are under construction simultaneously (a highly unlikely scenario).

The grading phase includes heavy construction equipment which would be located on-site during site grading activities and would not travel to and from the project site on a daily basis. It is anticipated that equipment needs associated with grading activities would include an excavator, a grader, rubber tired dozer, scraper, a tractor/loader/backhoe and other miscellaneous machinery. In addition, ten wheel dump trucks (i.e., the smaller 10 cubic yard capacity dump trucks) would be utilized in this area for any import of fill material. It is assumed that no more than 50 cubic yards of fill per lot would need to be imported. During the peak period of this phase, a work force of six construction workers per lot or a total of 282 construction workers for the entire project would be necessary. This work is estimated to take roughly four months to complete, after completion of the site preparation phase and assumes all 47 homes are under construction simultaneously (a highly unlikely scenario).

1.1.2 *Building Construction*

Building construction of the project consists of all aspects of building construction with the exception of paving and architectural coatings. It is anticipated that equipment needs associated with these building construction activities would include a crane, fork-lifts, generator sets, concrete pump, cement and mortar mixers and air compressors, skill saws and power drills, tractor/loader/backhoes, welders, as well as miscellaneous machinery. During the peak period of this building construction phase, a work force of eight construction workers per lot or a total of 376 construction workers for the entire project would be necessary. Based on a similar residential project, it is estimated that two trucks per day per home is anticipated to be generated to/from the project site during building construction activities. Thus, a total of 94 material delivery trucks per day are anticipated during this phase of construction. Building construction is anticipated to take approximately 34 months to complete and assumes all 47 homes are under construction simultaneously (a highly unlikely scenario).

1.1.3 *Paving/Architectural Coating*

The paving phase includes heavy construction equipment which would be located on-site during site preparation activities and would not travel to and from the project site on a daily basis. It is anticipated that equipment needs associated with paving activities would include pavers, paving equipment, and rollers. During the peak period of this phase, a work force of seven construction workers per lot or a total of 329 construction workers for the entire project would be necessary. This work is estimated to take roughly two and one-half months to complete, after completion of the building construction and assumes all 47 homes are under construction simultaneously (a highly unlikely scenario).

The architectural coating phase includes some heavy construction equipment which would be located on-site during site grading activities and would not travel to and from the project site on a daily basis. It is anticipated that equipment needs associated with architectural coating activities would include air compressors and miscellaneous machinery. During the peak period of this phase, a work force of two construction workers per lot or a total of 94 construction workers for the entire project would be necessary. This work is estimated to take roughly two

and one-half months to complete, after completion of the paving phase and assumes all 47 homes are under construction simultaneously (a highly unlikely scenario).

1.2 Construction Assumptions

It is assumed that the homesites would be cleared and that after completion of the first three phases of short-term construction activities (i.e., demolition, site preparation and grading) building construction would commence. The equipment staging area during the construction period would occur on-site. Building construction activities are anticipated to occur between the hours of 7:00 AM and 7:00 PM, with two shifts of construction workers.

1.3 Construction Traffic Trip Generation

Activities related to the building construction (Phase 4) have been determined to generate the greatest number of vehicle trips compared to the other phases of construction. Thus, the greatest potential for impact on the adjacent street system would occur during the building construction phase when the peak construction workforce is present and truck trip generation is also at its highest level. As stated previously, it is important to note that the following construction summary and corresponding analyses assume that *all* 47 homes within the project site would be under construction simultaneously, which is a highly unlikely scenario and extremely conservative. This conservative assumption has been employed for illustrative purposes only so as to identify the maximum potential impact of construction activities in the vicinity.

1.3.1 *Peak Construction Worker Demand*

During the peak period of construction activities, a work force of 376 construction workers would be required assuming eight workers per lot and the highly unlikely scenario of *all* 47 homes under construction at the same time. Based on information provided by the environmental consultant, the construction workers would work in two shifts, with the first shift beginning at 7:00 AM and ending at 3:00 PM, and the second shift beginning at 11:00 AM and ending at 7:00 PM. Therefore, these particular construction workers would arrive and depart the project site during off-peak hours (the peak hour of traffic at the study intersections in the vicinity of the site primarily occurs between approximately 7:45 AM and 8:45 AM during the morning commuter period and between approximately 5:00 and 6:00 PM during the afternoon commuter period). It is anticipated that construction workers would remain on-site throughout their shift.

The number of construction worker vehicles is estimated using an average vehicle ridership (AVR) of 1.135 persons per vehicle (as provided in the South Coast Air Quality Management District in its CEQA Air Quality Handbook). Therefore, it is estimated that up to 332 vehicles (332 inbound trips and 332 outbound trips) on a daily basis would be generated by the construction workers during the peak construction phase (i.e., building construction) of the project area. For the first shift, the inbound construction worker trips (i.e., 166 inbound trips) would occur outside/before the AM commuter peak hour and the outbound worker trips (i.e., 166 outbound trips) would occur outside/before the PM commuter peak hour. For the second shift, the inbound construction worker trips (i.e., 166 inbound trips) would occur outside/before the

PM commuter peak hour and the outbound worker trips (i.e., 166 outbound trips) would occur outside/after the PM commuter peak. Thus, these construction work trips would occur outside of the morning and afternoon peak commuter hours of the local street system.

1.3.2 *Peak Construction Truck Demand*

In addition to construction worker vehicles, additional trips may be generated by miscellaneous trucks traveling to and from the project area. These trucks may consist of larger vehicles delivering equipment and/or construction materials to the project area, or smaller pick-up trucks or four-wheel drive vehicles used by construction supervisors and/or City inspectors. Heavy construction equipment would be located on-site during the building construction activities and would not travel to and from the project site on a daily basis.

Based on a similar residential project, it is estimated that two trucks per day per home is anticipated to be generated to/from the project site during peak building construction activities. Thus, based on 47 proposed dwelling units, a maximum of 94 material delivery trucks per day are anticipated to be generated to/from the project site during construction activities. Therefore, peak truck trip generation would total up to 188 truck round-trips per day (94 inbound trucks and 94 outbound trucks) are anticipated. Assuming a material delivery period of 12 hours per day (beginning at 7:00 AM, with the last delivery at 7:00 PM), this corresponds to a total of eight trucks per hour. Since construction truck trips would occur along major roadways with the number of trips during the AM and PM peak hours being relatively limited, construction impacts from this particular type of construction activity source would be less than significant based on the forecast traffic operations as reported in the traffic study.

It is anticipated that delivery trucks/construction equipment would be brought onto the project site and be stored within the perimeter fence of each construction site, thus, no staging is expected to occur on the perimeter public streets. Therefore, detours around the construction sites would not be required. Flagmen, however, would be used to control traffic movement during the ingress or egress of trucks and heavy equipment from each construction site. As noted below in Section 1.5, a Construction Traffic Control Plan may be required by the City to be developed to minimize potential conflicts between construction activity and through traffic.

Construction worker parking is anticipated to occur primarily within each lot. As noted in the emergency access and evacuation section, current roadway widths (as measured in the field from edge of pavement to edge of pavement) within the Portuguese Bend area typically vary between 20 and 24 feet in width. Several of the internal private roadways also have areas off road that might provide sufficient width for several construction worker vehicles, although not recommended. Refer to the emergency access and evacuation section for further discussion of the traffic analysis during times of an emergency and subsequent evacuation.

1.3.3 *Peak Construction Traffic Generation Summary*

During peak building construction activities (assuming conservatively that *all 47* lots are under construction concurrently which is highly unlikely), construction worker vehicles and trucks are

forecast to generate 852 vehicle trips per day (426 inbound trips and 426 outbound trips). The inbound and outbound construction worker trips are anticipated to occur outside of the AM and PM commuter peak hours. As mentioned in the Section 1.3.2, a total of eight material delivery trucks per hour are anticipated to be generated to/from the project site during peak construction activities. With two gateways on Palos Verdes Drive South (i.e., at Narcissa Drive and Peppertree Drive), this would result in no more than four vehicles at each of the gateway study intersections during either the AM or PM peak hour. As noted in the traffic study, these intersections are projected to operate at Level of Service D with the proposed project and this increase is not anticipated to result in any significant impacts based on the City's significance criteria. This level of trip generation also does not exceed 50 or more vehicle trips during either the AM or PM peak hours, which is the threshold contained in the Congestion Management Program for analysis of a location is required. Therefore, the traffic impacts associated with construction activities are determined to be less than significant.

1.4 Haul Routes

Approvals by the City of Rancho Palos Verdes may be required for the implementation of a Truck Haul Route program for the project and would be subject to review by the City of Rancho Palos Verdes Department of Public Works. Based on current plans, haul trucks and delivery trucks would access the site via Palos Verdes Drive South, Peppertree Drive and Narcissa Drive. Haul routes to and from the project area would therefore require approval from the City of Rancho Palos Verdes Department of Public Works.

1.5 Construction Effects on Existing Roads

Several comments received during the Notice of Preparation (NOP) process expressed concern about the potential effects of project-related construction vehicles on the existing pavement integrity for roads within the Portuguese Bend Community. Based on review of the Portuguese Bend Community Association publications, it is noted that all roads behind the Portuguese Bend gates on Narcissa Drive and Peppertree Drive (i.e., located north of Palos Verdes Drive South) are private, including land (whether vacant or developed). As such, the design and maintenance of private streets is not the responsibility of the City of Rancho Palos Verdes, and therefore these streets may or may not meet accepted design standards, and in some cases are not in keeping with customary maintenance standards.

Further research was conducted of the Covenants, Conditions and Restrictions (CC&Rs) for the Portuguese Bend Community Association as it relates to the purposes, memberships and maintenance charges. The Association has the right and power to purchase, construct, improve, repair, maintain, among others, and hold easements for or the fee to improve, light and maintain streets, roads, alleys, trails, bridle paths, walks, gateways, among others. The owners of lots within the Portuguese Bend Community Association must therefore pay and fund the appropriate general charges, assessments and liens in this regard. Damage caused to any private roadways within the community as a result of construction activities within the community is therefore the responsibility of the Association to repair.

1.6 Construction Traffic Impacts

With the required haul route approval, the off-peak arrival and departure of construction workers and the other construction management practices described above, impacts from construction activity are concluded to be less than significant. Impacts would be further reduced with the implementation of the following design features:

- Maintain existing access for land uses in proximity of the project site;
- Limit any potential lane closures to off-peak travel periods;
- Schedule receipt of construction materials during non-peak travel periods, to the extent possible;
- Coordinate deliveries to reduce the potential of trucks waiting to unload for extended periods of time; and
- Prohibit parking by construction workers on adjacent streets and direct construction workers to available parking as determined in conjunction with City staff.

In order to minimize potential conflicts between construction activity and through traffic, a Construction Traffic Control Plan may be required by the City to be developed for use during project construction. The Construction Traffic Control Plan would identify all traffic control measures, signs, and delineators to be implemented by the construction contractor through the duration of demolition and construction activity. In addition, the City of Rancho Palos Verdes would review and be responsible for approval of any proposed Truck Haul Route program. Because of these requirements, and, moreover, construction-related trips would be nominal and well dispersed during the AM and PM peak hours, construction-related transportation impacts due to the construction of the project area is expected to be less than significant.

1.0 EMERGENCY ACCESS AND EVACUATION EVALUATION

Summaries of the emergency access and evacuation have been prepared for the proposed project in response to comments received during the Notice of Preparation process. In addition, an evaluation has been prepared to determine the estimated amount of time (i.e., clearing time) needed for area residents of the Portuguese Bend community to evacuate the area in the event of a major incident (e.g., wildland fire). This analysis has been performed assuming existing and full development of the proposed project (i.e., all additional 47 single family homes).

1.1 Summary of Emergency Access and Evacuation

The City utilizes Los Angeles County for both fire and public safety services and emergency "first responder" responsibilities are implemented by the County without the requirement or need of City staff involvement. In the case of the August 27, 2009 brush fire in the Portuguese Bend area of the City, while the County was the primary responding agency, the City did play an important and supporting role during the incident to disseminate information to the residents, City Council and City staff. A summary report following the incident was prepared and presented to the City Council (report dated October 20, 2009). That report provided an overview of lessons learned as well as details regarding the Los Angeles County Emergency Mass Notification System, emergency communications procedures, the management and coordination of recovery operations, among others.

Research has been conducted with respect to existing emergency evacuation procedures. Residents are directed to several preparedness documents and procedures, such as those contained in the *Ready! Set! Go! Your Personal Wildfire Action Plan*, published by the County of Los Angeles Fire Department. Several fire protection plans for various communities have also been researched as part of this section. In addition, an evacuation study entitled *Modeling Small Area Evacuation: Can Existing Transportation Infrastructure Impede Public Safety?*, April 2002 prepared by Vehicle Intelligence and Transportation Analysis Laboratory, University of California, Santa Barbara and a paper entitled *Public Safety in the Urban-Wildland Interface: Should Fire-Prone Communities Have a Maximum Occupancy?,* contained in the National Hazards Review, August 2005, were reviewed in detail as part of this analysis.

1.1.1 *Emergency Access Summary*

The Portuguese Bend area of Rancho Palos Verdes is a private community that is served by two primary access points; one access point via Narcissa Drive (on the west end) and one access point via Peppertree Drive (on the east end). Both of these access points are gated north of Palos Verdes Drive South and are used by residents to access other local roads and their respective homes. A total of approximately 165 homes are planned within the Portuguese Bend community/association, including 111 homes in the project area (i.e., which includes the 47 additional single family homes analyzed as part of the proposed project as well as 64 developed lots within the project area).

Field observations have been conducted in order to verify existing signage, traffic control and pavement widths associated with the private roadways within the Portuguese Bend area. Narcissa Drive has a pavement width of roughly 23 feet north of the existing gate (north of Palos Verdes Drive South) and the pavement width generally varies between 22 feet and 24 feet in width along its length. Peppertree Drive has a pavement width of roughly 22 feet north of the existing gate (north of Palos Verdes Drive South) and the pavement width generally varies between 22 feet and 24 feet in width along its length. Based on field observations conducted along the private roadways it is recommended that these access roads be posted with "No Parking – Fire Lane" signs. The roadways are of sufficient width to allow large vehicles (i.e., fire engine type trucks) to access the Portuguese Bend area. It should also be noted that the majority of the roadways are not fully improved (e.g., with formal curb and gutter) thus, the above widths and measurements reflect the edge of pavement widths. Additional (i.e., unimproved) width is available along many portions of the roadways, however.

Two fire stations are located within the project study area: Fire Station #53 (located at 6124 Palos Verdes Drive South, Rancho Palos Verdes, CA 90275) and Fire Station #83 (located at 83 Miraleste Plaza, Rancho Palos Verdes, CA 90275). In addition, it is important to note that the County's Division I Batallion 14 Headquarters is located at Fire Station #106 in Rolling Hills Estates. These first response teams will utilize Palos Verdes Drive South to access either Narcissa Drive or Peppertree Drive in order to respond to a fire incident as well as other fire access roads. Further, it expected that the gates located at both public gateways will be set/controlled to remain open during an evacuation period.

As part of controlling access to and from an evacuation area for a wildland fire within the Portuguese Bend area, nearby roadways will be closed by law enforcement agencies to inbound traffic with the exception for public safety vehicles. Therefore, a minimum of one travel lane will remain open at all times. Any closed roads or traffic closure points would be identified by County emergency personnel and fire staging areas would be set up for public safety officials and equipment. These staging areas would be located where resources can be placed while waiting for tactical assignment to combat wildland fires.

Further, as required by the California Vehicle Code (Section 21806, authorized Emergency Vehicles), motorists are required to pull to the right side of the highway and stop to allow an emergency vehicle to pass. If required, drivers of emergency vehicles are trained to utilize center turn lanes, or travel in opposing through lanes to pass through and traverse crowded or tight areas. Thus, the respect entitled to emergency vehicles and driver training allow emergency vehicles to negotiate typical as well as atypical street conditions in urban and rural areas.

1.1.2 *Evacuation Summary*

Evacuation from a wildfire should be the number one priority that the public can take to protect themselves. The law enforcement agencies' primary responsibility during a wildland fire is to assist in evacuation of an area. Residents are expected to follow the evacuation routes as

communicated and directed by Los Angeles County fire personnel via local roads and onto either Narcissa Drive or Peppertree Drive to exit the area via Palos Verdes Drive South.

1.2 Evacuation Evaluation

An evaluation was prepared to determine the estimated amount of time (i.e., clearing time) needed for area residents to evacuate the Portuguese Bend area in the event of a nearby wildland fire.

1.2.1 *Number of Residential Units in the Portuguese Bend Area to be Evacuated*

A study documenting the number of existing residential units and potential future residential units for the Portuguese Bend area that would utilize either Narcissa Drive or Peppertree Drive to evacuate has been prepared. The existing and future residential units were separated by street segment first and then combined and the results area presented in ***Table 1***. As stated above, the number of existing and potential units for the entire Portuguese Bend community is forecast to total approximately 165 units. Based on field observations and use of aerial photography, a total of roughly 54 homes exist outside of the project area, with roughly 26 expected to predominantly utilize Narcissa Drive and 28 expected to predominantly utilize Peppertree Drive during an evacuation. The project area consists of approximately 64 developed lots as well as the potential development of up to 47 additional lots. Given an overall gateway distribution of 56 percent via Narcissa Drive and 44 percent via Peppertree Drive associated with the future potential homes (i.e., 26 via Narcissa Drive and 21 via Peppertree Drive) the total number of existing and future homes expected to evacuate via Narcissa Drive totals 86 homes (i.e., 60 existing and up to 26 future homes) and via Peppertree Drive totals 79 homes (i.e., 58 existing and up to 21 future homes).

1.2.2 *Forecast Trip Generation and Evacuation Clearing Times – Future Conditions*

Based on the above referenced technical documents, it is conservatively estimated that during an evacuation, two vehicles per residential unit will be evacuated. It should be noted that this can be considered a conservative assumption, as not every residential unit would be occupied during an evacuation nor would every home have two drivers present in order to evacuate two vehicles. The total forecast trip generation for the existing and future homes within the Portuguese Bend area by gateway is presented in ***Table 2***. As shown in *Table 2*, approximately 172 vehicles are forecast to exit via Narcissa Drive and 158 vehicles are forecast to exit via Peppertree Drive.

An evacuation study, *Modeling Small Area Evacuation: Can Existing Transportation Infrastructure Impede Public Safety?*, April 2002 was prepared by Vehicle Intelligence and Transportation Analysis Laboratory, University of California, Santa Barbara to document the modeled clearing times for a neighborhood similar in nature to the Portuguese Bend community in Rancho Palos Verdes. That neighborhood contained a total of two access points and the internal roadways comprised of one lane in each direction. As part of the study, three five-minute intervals were used to separate the forecast trip generation in which 30 percent of the total number of vehicles evacuate within the first five minutes, 50 percent evacuated in the next five minutes, and 20 percent evacuate in the next five minutes.

The *Modeling Small Area Evacuation: Can Existing Transportation Infrastructure Impede Public Safety?* study modeled the evacuation clearing times for several scenarios. For the purposes of this evaluation, it was assumed that some traffic closures and traffic control officers would be posted at the critical intersections to quickly process vehicles evacuating the area. The referenced study modeled an evacuation clearing time for residential units, with two vehicles evacuating per unit, traffic closures, and traffic control at 74.9 vehicles per minute. The average 74.9 vehicles per minute evacuation clearing time was therefore used to determine the evacuation clearing time for the Portuguese Bend area.

As shown in column [3] of *Table 2*, which is the condition with highest amount of vehicles evacuating (i.e., 50 percent evacuated in the second five minutes), it is estimated that the clearing time to evacuate the vehicles traveling south on Narcissa Drive is approximately 1.1 minutes and the time to evacuate the vehicles traveling south on Peppertree Drive is approximately 1.1 minutes. These findings are found to be within an acceptable range for evacuation purposes.

1.2.3 *Proposed Minimum Exits – For Evacuations*

Table 4 (Proposed Minimum Exits Table for Interface Communities) contained in the *Public Safety in the Urban-Wildland Interface: Should Fire-Prone Communities Have a Maximum Occupancy?,* National Hazards Review, August 2005 article, was also reviewed in detail in order to verify the validity of the number of exiting roadways to adequately serve the Portuguese Bend community during times of an emergency evacuation.

As indicated in the above referenced table, for a total number of households of between 51 and 300 homes, the minimum number of exiting roads is two (2) and the maximum number of households per exit totals 150 homes. As the community has been constructed with two exiting roads and a total of 86 and 79 total households are forecast to exit the Narcissa Drive and Peppertree Drive gateways, respectively, the design of the roadway system with respect to number of exiting roadways and number of households per exit is concluded to be adequate for emergency evacuation purposes.

1.3 Equestrian Evacuation

The Los Angeles County Equine Response Team has previously addressed the City of Rancho Palos Verdes Equestrian Committee regarding the Fire Department's coordination and request regarding preplans for equine evacuation in case of a wildland fire. The Equine Response Team has sites that can be used for emergency equine evacuation pick-up, thus allowing the Equine Response Team to pick-up the horse/s and transport them to emergency shelters. Given that one inbound travel lane will be maintained during an evacuation period to allow for entry of emergency vehicles, equestrian evacuation will be possible.

1.4 Construction Traffic Implications During an Evacuation

Several comments received during the formal Notice of Preparation process noted some concern regarding possible implications of construction traffic during an emergency evacuation. As

summarized in *Table 2*, and concluded above, it is estimated that the clearing time to evacuate resident vehicles traveling south on Narcissa Drive is approximately 1.1 minutes and the time to evacuate the resident vehicles traveling south on Peppertree Drive is also approximately 1.1 minutes. These estimates assume that all 47 homes proposed as part of the project have been completed and the findings are found to be within an acceptable range for evacuation purposes.

Based on the construction analysis contained herein, it was conservatively determined that the maximum construction activity in terms of construction trip generation would occur during the building construction phase given the highly unlikely scenario of all 47 homes being under construction at the same time. Accounting for the addition of the construction worker and construction truck trip generation/vehicles (while subtracting the future resident vehicles from the evacuation analysis), the above evacuation clearance times would increase slightly to 1.4 minutes for Narcissa Drive and 1.3 minutes for Peppertree Drive, respectively. It should also be noted that the provisions for resident evacuation would also apply to construction-related vehicles and personnel. Therefore, it can be concluded that these clearance times would increase by 0.3 minutes (18 seconds) and 0.2 minutes (12 seconds) for the Narcissa Drive and Peppertree Drive access points, respectively.

Table 1
POTENTIAL BUILDOUT OF SINGLE-FAMILY DWELLING UNITS
IN THE PORTUGUESE BEND AREA - EVACUATION ROUTE SCENARIO [1]

Location	Existing Units Outside of Project Area	Developed Lots Within Project Area	Potential Units (Proposed Project)	Total Units
Narcissa Drive north of Palos Verdes Drive South	26	34	26	86
Peppertree Drive north of Palos Verdes Drive South	28	30	21	79
Total	54	64	47	165

[1] Source: Based on field observations, existing aerial photography, and the project description.

Table 2
FORECAST OF TRIP GENERATION AND CLEARING TIMES
PORTUGUESE BEND AREA - BUILDOUT
EVACUATION ROUTE SCENARIO

Location	[1] Total Evacuation Forecast Trips [a]	[2] First Five Minutes of Evacuation [b]		[3] Second Five Minutes of Evacuation [b]		[4] Third Five Minutes of Evacuation [b]	
		Forecast Trips [a]	Clearing Time [c] (Minutes)	Forecast Trips [a]	Clearing Time [c] (Minutes)	Forecast Trips [a]	Clearing Time [c] (Minutes)
Narcissa Drive north of Palos Verdes Drive South	172	52	0.7	86	1.1	34	0.5
Peppertree Drive north of Palos Verdes Drive South	158	47	0.6	79	1.1	32	0.4

[a] It is estimated that two vehicles per residential unit would be used during evacuation. Note that this is a conservative assumption as not every residential unit would be occupied during evacuation. A total of 86 and 79 homes are expected to evacuate via the Narcissa Drive and Peppertree Drive gateways, respectively.

[b] The forecast trips were separated into three five-minute intervals in which 30% of the total number of vehicles evacuate in the first five minutes, 50% evacuate in the next five minutes, and 20% evacuate in the next five minutes. The five-minute intervals were based on information documented in the "Modeling Small Area Evacuation: Can Existing Transportation Infrastructure Impede Public Safety", by Vehicle Intelligence & Transportation Analysis Laboratory, University of California, Santa Barbara, April 2002.

[c] An average of 74.9 cars per minute was used to determine the clearing time during evacuation. This average was based on the clearing times documented in the "Modeling Small Area Evacuation: Can Existing Transportation Infrastructure Impede Public Safety", by Vehicle Intelligence & Transportation Analysis Laboratory, University of California, Santa Barbara, April 2002. It should be noted that the 74.9 cars per minute rate assumes traffic control and inbound traffic closures in the area.