# Appendix F1 Transportation Improvement Mitigation Program (Granada Hills–Knollwood)

# PROPOSED GRANADA HILLS-KNOLLWOOD COMMUNITY PLAN TRANSPORTATION IMPROVEMENT MITIGATION PROGRAM (TIMP)

Submitted by:

ITERIS

Submitted to:

**City of Los Angeles**
**Department of City Planning**

June 13, 2012

16-J06-1667

# DOCUMENT VERSION CONTROL

| Comment | Date | Version No. |
|---|---|---|
| Granada Hills-Knollwood New Community Plan TIMP | January 9, 2012 | 1.00 |
| Incorporate DCP Comments | June 13, 2012 | 1.10 |
| | | |
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## EX.1 INTRODUCTION

The Granada Hills-Knollwood Transportation Improvement Mitigation Program (TIMP) identifies needed transportation programs and provides recommendations to guide future transportation-related decisions in the proposed Granada Hills-Knollwood Community Plan. The goal of the TIMP is to identify transportation system deficiencies resulting from traffic generated by projected land use patterns, employment and population growth by year 2030, and to recommend mitigation programs to accommodate the forecast demands on the system. Transportation programs include plans for highway and street infrastructure capital improvements, public transit improvements, transportation demand management, transportation system management, and traffic control measures.

This proposed TIMP has been developed through a systematic process that included the following steps:

- Development of a Focused Travel Demand Model for the Granada Hills-Knollwood Area;
- Analysis of 2005 Traffic Conditions ("Existing Traffic Conditions");
- Year 2030 Current Land Use Plan with Committed Roadway Network ("Current Land Use Plan");
- Year 2030 Proposed Land Use Plan with Committed Roadway Network ("Proposed Land Use Plan");
    - Year 2030 Interim Land Use Plan with Transportation Network Alternative One ("Transportation Alternative One");
    - Year 2030 Interim Land Use Plan with Transportation Network Alternative Two ("Transportation Alternative Two");
    - Year 2030 Interim Land Use Plan with Transportation Network Alternative Three ("Transportation Alternative Three");
    - Year 2030 Interim Land Use Plan with Transportation Network Alternative Four ("Transportation Alternative Four");
    - Year 2030 Land Use Plan with Preferred Transportation Alternative ("Preferred Alternative");
- Year 2030 Proposed Land Use Plan with TIMP ("Proposed Plan with TIMP").

## EX.2 ANALYSIS METHODOLOGY AND IMPACT CRITERIA

The Granada Hills-Knollwood Community Plan Area was evaluated through the use of a travel demand model. This model produces projected volumes on the roadway system, and is based on socio-economic data such as housing, population and jobs; and a roadway network which contains facility types, speeds and capacities. The projected volumes from the model were used to calculate level of service in the Community Plan Area. The analysis covered the PM

peak hour, since trips are generally highest in the PM peak period when retail, entertainment, and tourist trips overlap with commute trips.

Level of service (LOS) is a qualitative measure describing traffic flow conditions. The ranges vary from LOS A at free flow conditions to LOS F at extremely congested conditions. The methodology used to determine the roadway segment (also referred to as "link") LOS involves the calculation of the volume-to-capacity (V/C) ratio on each of the links.

In order to determine transportation impacts, the following criteria have been developed by the Los Angeles Department of Transportation (LADOT) for use in all Community Plan projects. This is used to determine if there is a significant transportation impact associated with the proposed land use plan that should be mitigated by the proposed TIMP.

The roadway system within the proposed Granada Hills-Knollwood Community Plan area is considered to be significantly impacted if one or both of the following conditions exist:

- The "volume-weighted" average V/C ratio under the Proposed Plan with TIMP conditions for all of the analyzed roadway segments substantially exceeds that of Existing Traffic Conditions; or
- The number of links projected to operate at unsatisfactory levels of service (LOS E or F) under the Proposed Plan with TIMP conditions substantially exceeds the number for Existing Traffic Conditions.

The volume weighted V/C ratio is used in order to obtain aggregate statistics regarding the transportation conditions, allowing a comparison of different scenarios and alternatives. The volume weighted average V/C ratio is calculated by taking the volume of each link and multiplying it by its corresponding V/C ratio. This is divided by the sum of the total volumes, and essentially represents the average V/C ratio for the entire network in Granada Hills-Knollwood.

## EX.3 2005 TRAFFIC CONDITIONS

Existing Traffic Conditions were assessed for the Granada Hills-Knollwood Community Plan Area for the year 2005. **Table EX 1** provides a summary of Existing Traffic Conditions, and includes the daily vehicle miles traveled (VMT), daily vehicle hours of travel (VHT), and overall daily average speed on the streets within the Granada Hills-Knollwood Community Plan Area. VMT is a measure of how much and how far people are driving, and is calculated as the total miles travelled daily within the Community Plan area. The higher the VMT, the more auto travel there is, with related increases in emissions. VHT is a measure of how much time is spent traveling, and is calculated as the total number of hours daily that vehicles spend on the roadways within the Community Plan area. Increasing VHT indicates more time spent in slower-moving, congested streets. A total of approximately three percent (19 of 732 links) of

Granada Hills-Knollwood's roadways operate at an LOS E or F. The volume-weighted V/C ratio is 0.598; which indicates that on the whole, the streets in the Granada Hills-Knollwood operate at an average of 59.8 percent of capacity in the PM peak hour. This V/C represents LOS A, which represents very good overall operating conditions.

**TABLE EX 1 2005 TRAFFIC CONDITIONS – ARTERIAL SUMMARY**

| Existing Traffic Conditions | |
|---|---|
| VMT | 243,454 |
| VHT | 5,804 |
| Avg. Speed (mph) | 42 |
| Weighted Avg. V/C | 0.598 |
| Links at LOS E or F | 19 |
| % of Links at LOS E or F | 3% |

## EX.4 FUTURE CONDITIONS

Future year 2030 conditions were assessed using the current land use plan, the proposed land use plan, and roadway network alternatives. Information regarding the alternatives analysis can be found in the report, only the Current Land Use Plan and the Proposed Land Use Plan with TIMP is discussed in this summary.

### *EX.4.1 YEAR 2030 CURRENT LAND USE PLAN WITH COMMITTED ROADWAY NETWORK*

The 2030 Current Land Use Plan with Committed Roadway Network (Current Land Use Plan) is an analysis of what would occur if no changes were made to the current land use plan. The 2030 Current Land Use Plan with Committed Roadway Network assumes the existing roadway system is in place, along with committed roadway improvements. **Table EX 2** illustrates the Current Land Use Plan Arterial Summary. A total of approximately 14 percent (104 of 724 roadway links) of Granada Hills-Knollwood's roadways are forecast to operate at an LOS E or F in the Current Land Use Plan scenario. The volume-weighted V/C ratio is 0.898 for the Current Land Use Plan scenario. This indicates that on the whole, the streets in the Granada Hills-Knollwood Community Plan will operate at an average of 89.8 percent of capacity in the PM peak hour. This V/C represents LOS D, which represents fair overall operating conditions.

### TABLE EX 2 YEAR 2030 CURRENT LAND USE PLAN WITH COMMITTED ROADWAY NETWORK – ARTERIAL SUMMARY

| Current Land Use Plan Traffic Conditions | |
|---|---|
| VMT | 367,290 |
| VHT | 11,329 |
| Avg. Speed (mph) | 32 |
| Weighted Avg. V/C | 0.898 |
| Links at LOS E or F | 104 |
| % of Links at LOS E or F | 14% |

### *EX.4.2 YEAR 2030 PROPOSED LAND USE PLAN WITH TIMP*

The Year 2030 Preferred Transportation Alternative plus the inclusion of the TIMP policies, forms the Year 2030 Proposed Land Use Plan with TIMP (Proposed Land Use Plan with TIMP), plus a combination of Network Alternatives. For this analysis, the 2030 Preferred Transportation Alternative is the same as the Year 2030 Proposed Land Use Plan with TIMP. Under the Proposed Land Use Plan with TIMP, the following changes may potentially occur:

- Addition of angled parking along Chatsworth Street, from Zelzah Avenue to Amestoy Avenue.
- Incorporation of bicycle lanes along Sesnon Boulevard, from Balboa Boulevard to Bradford Place, and bicycle friendly street, from Bradford Place to Aliso Canyon (western community plan boundary). Addition of trails along Sesnon Boulevard, from Cascade Canyon to Aliso Canyon.
- Incorporation of bicycle lanes along San Fernando Mission Boulevard, from I-405 to Louise Avenue, and a bicycle friendly street, from Louise Avenue to Aliso Canyon.
- Incorporation of bicycle lanes along Devonshire Street, from Aliso Canyon to I-405 (eastern community plan boundary).
- Incorporation of bicycle lanes along Balboa Boulevard, from San Fernando Road to Lassen Street.
- Implementation of the adopted City Bicycle Plan, which includes new categories of bikeways, including “Bicycle Friendly Streets”.
- Implementation of the Granada Hills-Knollwood Trail System.

The proposed Granada Hills-Knollwood TIMP consists of the following elements which are examined in detail in the full report:

- Transportation System Management (TSM) Strategies
- Transit Improvements
- Non-Motorized Transportation

- Transportation Demand Management (TDM) Strategies
- Capital Improvements
- Residential Neighborhood Protection Plans.

**Table EX3** shows the Proposed Land Use Plan with TIMP arterial summary, which includes VMT, VHT and average speed. Roadway segments operating at LOS E or F (V/C of 0.91 or worse) were identified to ascertain the level of congestion expected in the future. A total of 20 percent of Granada Hills-Knollwood roadways are forecast to operate at an LOS E and F (144 of 724 roadway links) in the Proposed Land Use Plan with TIMP. The volume-weighted V/C ratio is 0.952, which indicates that on average, the streets in the Granada Hills-Knollwood Community Plan Area would utilize approximately 95.2 percent of roadway capacity in the PM peak hour. The V/C ratio is at level of service E, which indicates that overall operating conditions are less than desired.

### TABLE EX 3 YEAR 2030 PROPOSED LAND USE PLAN WITH TIMP – ARTERIAL SUMMARY

| Proposed Land Use Plan with TIMP Traffic Conditions | |
|---|---|
| VMT | 368,535 |
| VHT | 11,386 |
| Avg. Speed (mph) | 32 |
| Weighted Avg. V/C | 0.952 |
| Links at LOS E or F | 144 |
| % of Links at LOS E or F | 20% |

The Proposed Land Use Plan with TIMP shows similar transportation conditions in the Granada Hills-Knollwood Community Plan Area as compared to the Current Land Use Plan. The 2030 analyses showed higher VMT, VHT, V/C and number of links at E or F than the Existing Traffic Conditions. The roadway link level of service analysis and aggregate statistics, such as vehicle miles of travel (VMT) show little variation between the Proposed Land Use Plan with TIMP and the Current Land Use Plan. With the relatively limited number of opportunities to provide additional roadway capacity in Granada Hills-Knollwood through the addition of travel lanes, the number of the arterial roadway segments projected to be at capacity in 2030 are similar between all the alternatives that were analyzed. The Proposed Land Use Plan with TIMP also includes some locations of lane reductions in order to accommodate bicycle lanes.

A summary of the roadway link levels of service and aggregate statistics are shown in **Table EX4**. It can be seen that the Proposed Land Use Plan with TIMP shows a very similar VMT, VHT and average speed, but the average V/C is higher than the Current Land Use Plan. Both future scenarios have higher aggregate statistics than the Existing Traffic Conditions.

## TABLE EX 4 SUMMARY –AGGREGATE STATISTICS

| Scenario | VMT | VHT | Avg. Speed | Weighted V/C | Links at LOS E or F | % of Links at LOS E or F |
|---|---|---|---|---|---|---|
| Existing Traffic Conditions | 243,454 | 5,804 | 42 | 0.598 | 19 | 3% |
| Current Land Use Plan | 367,290 | 11,329 | 32 | 0.898 | 104 | 14% |
| Proposed Land Use Plan with TIMP | 368,535 | 11,386 | 32 | 0.952 | 144 | 20% |

# 1.0 INTRODUCTION

The Granada Hills-Knollwood Transportation Improvement Mitigation Program (TIMP) identifies needed transportation programs and provides recommendations to guide future transportation-related decisions in the proposed Granada Hills-Knollwood Community Plan. The goal of the TIMP is to identify transportation system deficiencies resulting from traffic generated by projected land use patterns, employment and population growth by year 2030, and to recommend mitigation programs to accommodate the forecast demands on the system. Transportation programs include plans for highway and street infrastructure capital improvements, public transit improvements, transportation demand management, transportation system management, and traffic control measures.

## 1.1 STUDY SCOPE

This proposed TIMP has been developed through a systematic process that included the following steps:

- Development of a focused travel demand model for the Granada Hills-Knollwood Area;
- Analysis of 2005 Traffic Conditions ("Existing Traffic Conditions");
- Year 2030 Current Land Use Plan with Committed Roadway Network ("Current Land Use Plan");
- Year 2030 Proposed Land Use Plan with Committed Roadway Network ("Proposed Land Use Plan");
    - Year 2030 Interim Land Use Plan with Transportation Network Alternative One ("Transportation Alternative One");
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    - Year 2030 Proposed Land use Plan with Preferred Transportation Alternative ("Preferred Alternative");
- Year 2030 Proposed Land Use Plan with TIMP ("Proposed Plan with TIMP").

The Southern California Association of Governments (SCAG) regional model was the starting point for development of the Granada Hills-Knollwood travel demand model. The model was refined to better reflect current and future conditions within the Granada Hills-Knollwood Community Plan Area.

The projected horizon for this study is year 2030. The Current Land Use Plan forecast shows the results of the Current Land Use Plan with only the committed future roadway system in place. Additional model runs were made of the Proposed Land Use Plan with the committed future

roadway system in place, along with several network alternatives which used an interim land use plan. These alternatives were used to help develop the proposed TIMP. Finally, the 2030 Proposed Land Use Plan with TIMP model run shows the improvements resulting from recommended mitigation programs.

The following sections present a description of the methodology used to analyze traffic conditions and to determine significant impacts.

## 1.2 Capacity and Level of Service Analysis Methodology

Development proposals that involve large areas which are not expected to be fully implemented until 2030 or beyond (such as Community Plans) are not analyzed effectively by detailed intersection volume/capacity analyses. In cases such as these, roadway segment level of service analyses are sufficient as a means to determine service capacity and projected deficiencies of the roadway network in the community.

Level of Service (LOS) is a qualitative measure used to describe the conditions of traffic, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. LOS definitions for street segments are summarized in **Table 1**. The City of Los Angeles Department of Transportation (LADOT) has established LOS D as a minimum satisfactory level of service. As seen in Table 1, LOS is related to the ratio of traffic demand volume to capacity (V/C) for a street segment.

**TABLE 1 LEVEL OF SERVICE INTERPRETATION**

| Level of Service | Description | Volume to Capacity Ratio |
|---|---|---|
| A | Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers have freedom of operation. | .00-.60 |
| B | Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form. | .61-.70 |
| C | Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted. | .71-.80 |
| D | Fair Operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long standing traffic queues. This level is typically associated with design practice for peak periods. | .81-.90 |
| E | Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes. | .91-1.00 |
| F | Forced flow. Represents jammed conditions. Backups from locations downstream or in the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow. | Over 1.00 |
| Source: *Highway Capacity Manual*, Special Report 209, Transportation Research Board, Washington, D.C., 2000 | | |

## 1.3 EFFECTIVENESS OF COMMUNITY PLAN PROGRAM TRANSPORTATION IMPROVEMENT MITIGATION PROGRAM MEASURES

The LADOT has established that the primary objective of the Community Plan Program Transportation Improvement Mitigation Program (TIMP) is to attempt to mitigate impacts attributable to growth within the Community Plan area. LADOT has adopted Significant Impact Criteria that are utilized in traffic studies for individual development projects that focus on intersection-level analysis. Generally, those criteria are more useful in examining "project-specific" generated impacts and not area-wide forecasted impacts based on generalized increases in population and employment. The transportation analysis in this TIMP is focused on roadway link level of service analysis and aggregate statistics, such as vehicle miles of travel (VMT) associated with 2030 conditions in the Granada Hills-Knollwood Community Plan Area. The following criteria have been developed by LADOT for use in all Community Plan projects to determine the effectiveness and adequacy of the proposed TIMP:

The roadway system within the Granada Hills-Knollwood Community Plan Area is considered to be significantly impacted if one or both of the following conditions exist:

- The "volume-weighted" average of the Volume to Capacity (V/C) ratio under the Year 2030 Proposed Land Use Plan with TIMP conditions for all of the analyzed roadway segments exceeds that of the 2005 Traffic Conditions; or
- The number of roadway links projected to operate at unsatisfactory levels of service (LOS E or F) under the Year 2030 Proposed Land Use Plan with TIMP conditions exceeds the number for 2005 Traffic Conditions.

## 1.4 Cumulative and Project-Related Impacts

The purpose of the TIMP is to mitigate impacts related to the Year 2030 Proposed Land Use Plan with TIMP as compared to the 2005 Traffic Conditions. Specific project-related traffic impacts are impacts caused by traffic generated as a result of future developments in the study area and not by traffic generated by regional growth. Cumulative impacts are attributable to cumulative traffic growth (including all regional traffic growth) in addition to project traffic that would occur from 2005 to 2030.

## 1.5 Applicable Adopted Regional and Subregional Plans

Because of its critical location in Los Angeles, other regional plans have been evaluated in relationship to the Granada Hills-Knollwood TIMP. These plans include:

- SCAG's 2008 Regional Transportation Plan Update;
- Metro's Draft 2008 Long-Range Transportation Plan;
- Metro's Congestion Management Plan;
- SCQAMD Air Quality Management Plan.

## 1.6 Coordination with Other On-going Studies

The Granada Hills-Knollwood TIMP has been developed with the knowledge that several new or on-going transportation system improvement and subregional studies are currently in progress and may have an impact on the recommendations of the TIMP. The studies that have been identified include the following:

- City of Los Angeles Bicycle Plan;
- Valley Region High School No. 4 (Opened Fall 2011)

The proposed land uses from the latter project listed have been included in the 2030 analyses, and roadway improvements that were identified as mitigation for this project are also included.

## 1.7 ORGANIZATION OF THIS REPORT

The following report summarizes the proposed TIMP developed for the proposed Granada Hills-Knollwood Community Plan, and analyzes the 2005 Traffic Conditions, the Current Land Use Plan and the Proposed Land Use Plan. Both the Current and Proposed Land Use Plans are analyzed for the Year 2030. A list of proposed TIMP measures is presented in Chapter 4. The goal is to evaluate the effects of the proposed TIMP on Year 2030 traffic conditions once the proposed TIMP measures are approved by the Department of City Planning and LADOT.

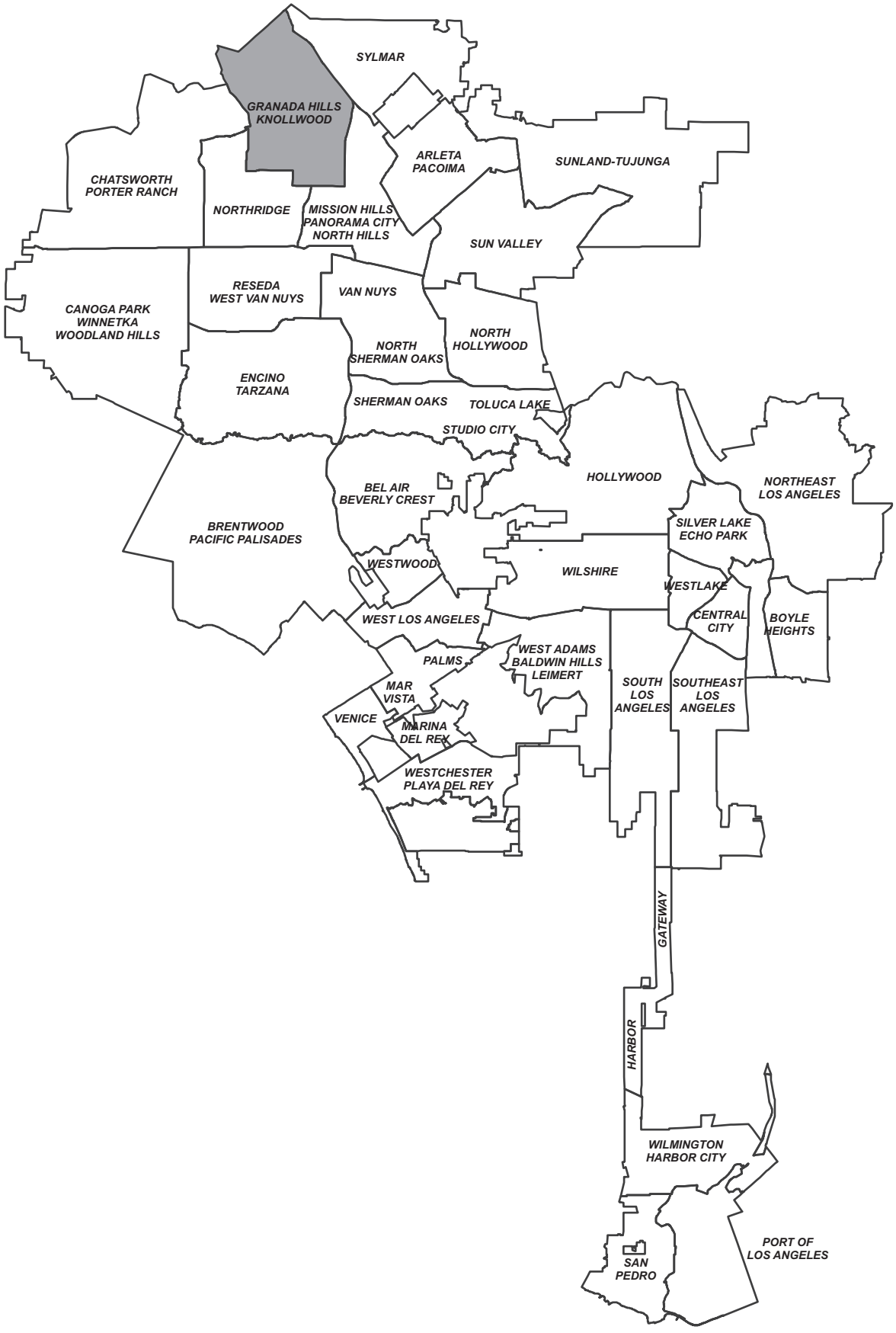
This chapter presents an introduction to the report and the proposed TIMP, along with the level of service methodology and significance criteria to be applied toward the evaluation of traffic conditions. Chapter 2 presents a summary of 2005 Traffic Conditions, and Chapter 3 presents the Year 2030 conditions without TIMP improvements. The Year 2030 Interim Land Use Plan Transportation Network Alternatives are also presented in Chapter 3. Chapter 4 describes the various transportation improvements within Metro's Long Range Transportation Plan (LRTP), as well as those included in the proposed TIMP. These include proposed street reclassifications, infrastructure (capital) improvements, public transit improvements, transportation systems management (TSM) measures, transportation demand management (TDM) strategies, and neighborhood traffic management options. Chapter 5 discusses the results of the 2030 Proposed Land Use Plan with TIMP forecasts, and finally, Chapter 6 presents the congestion management program transportation impact analysis.

# 2.0 EXISTING CONDITIONS

## 2.1 SETTING AND LAND USE

The Granada Hills-Knollwood Community Plan TIMP study area is located east of Chatsworth and Northridge, south of Santa Susana Mountains, north of Devonshire and Lassen Streets and west of the San Diego Freeway (I-405) and Golden State Freeway (I-5). **Figure 1** shows the regional location of the Granada Hills-Knollwood Community Plan Area in context with the City of Los Angeles and other Neighborhood Community Plans in the City. The Granada Hills-Knollwood Community Plan Area contains approximately 14.15 square miles (9,057 acres), which is about 2.9 percent of the land in the City of Los Angeles, which covers approximately 485.70 square miles. The Granada Hills-Knollwood Community Plan Area is adjacent to Sylmar, Chatsworth-Porter Ranch, Northridge, and Mission Hills- Panorama City North Hills. **Figure 2** shows a detailed view of the Granada Hills-Knollwood Community Plan Area and its boundaries.

The Granada Hills-Knollwood community has close ties to a number of communities including Sylmar, Northridge, Chatsworth-Porter Ranch, and Mission Hills. Probably the most striking feature of Granada Hills-Knollwood from an aerial perspective is its large crown of undeveloped and open space in its northern region, which includes the second largest park in the City, O'Melveny Park. A notable portion of the land in the northern part of the community also hosts public facilities, including a fire station; Department of Water and Power water facilities and power lines; Metropolitan Water District facilities; the Van Norman Dam, which is one of five vital reservoirs bringing water to the City of Los Angeles. Single-family neighborhoods account for a majority of the remaining land, comprising half of the land area in Granada Hills-Knollwood. The residential neighborhoods are varied, with a marked difference in character between the northern and southern portions of the Plan area. The few pockets of multiple-family housing, concentrated in the southern portion of the Plan area and located near commercial centers Commercial uses are predominately small-scale, with the central business district located along Chatsworth Street, known as the community's "Main Street", and in a few other well-defined commercial areas interspersed throughout the southern portion of the community. It maintains a small-town, rural character. A few smaller commercial centers are dispersed throughout the southeastern portion of the Plan area and include a mix of shops, offices, and facilities providing essential community amenities. Fewer commercial amenities are located in the northern portion of the plan area. The topography is unique because of the contrast between the windy hillside roads of the northern portion of Granada Hills-Knollwood (North of SR-118) the grid-pattern of the major streets and boulevards in southern portion of Granada Hills-Knollwood (South of SR-118). The area is easily accessible via the SR-118 freeway which bisects the community and the I-405 freeway to the east. Other highways that surround the area include I-5 freeway to the northeast.

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ITERIS Innovation for better mobility

**Proposed Granada Hills-Knollwood Community Plan TIMP**

**Figure 1**
**Regional Location of**
**Granada Hills-Knollwood Community Plan Area**

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**Proposed Granada Hills-Knollwood Community Plan TIMP**

**Figure 2**
**Granada Hills-Knollwood Community Plan Area**

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## 2.2 DEMOGRAPHICS

Census data shows that in 2000 there were 57,255 residents in the Granada Hills-Knollwood Community Plan Area, which made up about 2 percent of the population of the City of Los Angeles. The total land area is approximately 14.15 square miles, which represents a population density of 4,046 persons per square mile. The population density is lower than the citywide average in Los Angeles of 7,607 persons per square mile. According to data supplied by the Los Angeles City Planning Department, the Granada Hills-Knollwood Community Plan Area population is expected to grow by 19 percent from 2000 to 2030 to a resident population of 65,293. This population is based upon the City Planning Department's SCAG population projects for 2030.

### 2.2.1 *ETHNICITY*

Of the varied ethnic groups that reside in the Granada Hills-Knollwood Community Plan Area, White Non-Hispanics comprise the largest demographic with 54 percent of the total population. Hispanics or Latinos comprise the next largest demographic, with 22 percent of the total population, followed by Asian and Pacific Islanders with 16 percent of the total population. **Table 2** below shows a complete breakdown of ethnicities for both Granada Hills-Knollwood and the City of Los Angeles.

**TABLE 2 ETHNICITY OF RESIDENTS**

| Ethnicity | Granada Hills-Knollwood | City of Los Angeles |
|---|---|---|
| Asian/ Pacific Islander | 16% | 10% |
| Black/ African American | 4% | 11% |
| Hispanic/Latino | 22% | 46% |
| White-Non Hispanic | 54% | 30% |
| Other / Multiple Races | 4% | 3% |

*Sources: City of Los Angeles Census 2000 Statistical Profile.*

### 2.2.2 *GENDER, OCCUPATION AND INCOME*

According to the 2000 Census Data, the gender of residents is generally evenly divided with females representing slightly more than half the residents (51 percent) of Granada Hills-Knollwood. About 18 percent of the residents live alone and 59 percent are married. The average household size is 2.8 persons across all households and 3.3 persons for family households. Approximately 71 percent of dwelling units are owner occupied, 27 percent are renter occupied, and 2.5 percent are vacant.

Occupations of residents, as shown in **Table 3**, are fairly similar to that of Los Angeles County and the City of Los Angeles except for more Granada Hills-Knollwood residents in management, professional and related occupations than the City or County. Approximately 42 percent of Granada Hills-Knollwood's residents have management and professional related occupations, and sales and office occupations are the second highest grouping, comprising approximately 32 percent of Granada Hills-Knollwood resident's occupations.

### TABLE 3 OCCUPATIONS OF RESIDENTS

| Occupation Grouping | % of Residents | | |
|---|---|---|---|
| | Granada Hills-Knollwood | Los Angeles City | Los Angeles County |
| **Management, professional, and related occupations** | **42%** | **34%** | **34%** |
| Management, business, financial operations occupations | 18% | 13% | 13% |
| Professional and related occupations | 24% | 21% | 21% |
| **Service occupations** | **10%** | **16%** | **16%** |
| **Sales and office occupations** | **32%** | **27%** | **27%** |
| Sales and related occupations | 14% | 11% | 11% |
| Office and administrative support occupations | 18% | 16% | 16% |
| **Farming, fishing, and forestry occupations** | **0%** | **0%** | **0%** |
| **Construction, extraction, and maintenance occupations** | **8%** | **8%** | **8%** |
| **Production, transportation, and material moving** | **8%** | **15%** | **15%** |
| Production occupations | 5% | 10% | 10% |
| Transportation and material moving occupations | 3% | 5% | 5% |

*Source: 2000 Census*

The socioeconomic characteristics of the Granada Hills-Knollwood area are summarized in **Table 4**. The 2000 median annual income in the Granada Hills-Knollwood Community Plan Area was $64,197, which is higher than both the City of Los Angeles and Los Angeles County whose median household income was $36,687 and $42,189, respectively.

### TABLE 4 MEDIAN HOUSEHOLD INCOME

| Census Area | Population | Median Household Income |
|---|---|---|
| **City of Los Angeles** | 3,694,820 | $36,687 |
| **Los Angeles County** | 9,519,338 | $42,189 |
| **Granada Hills**-Knollwood | 57,255 | $64,197 |

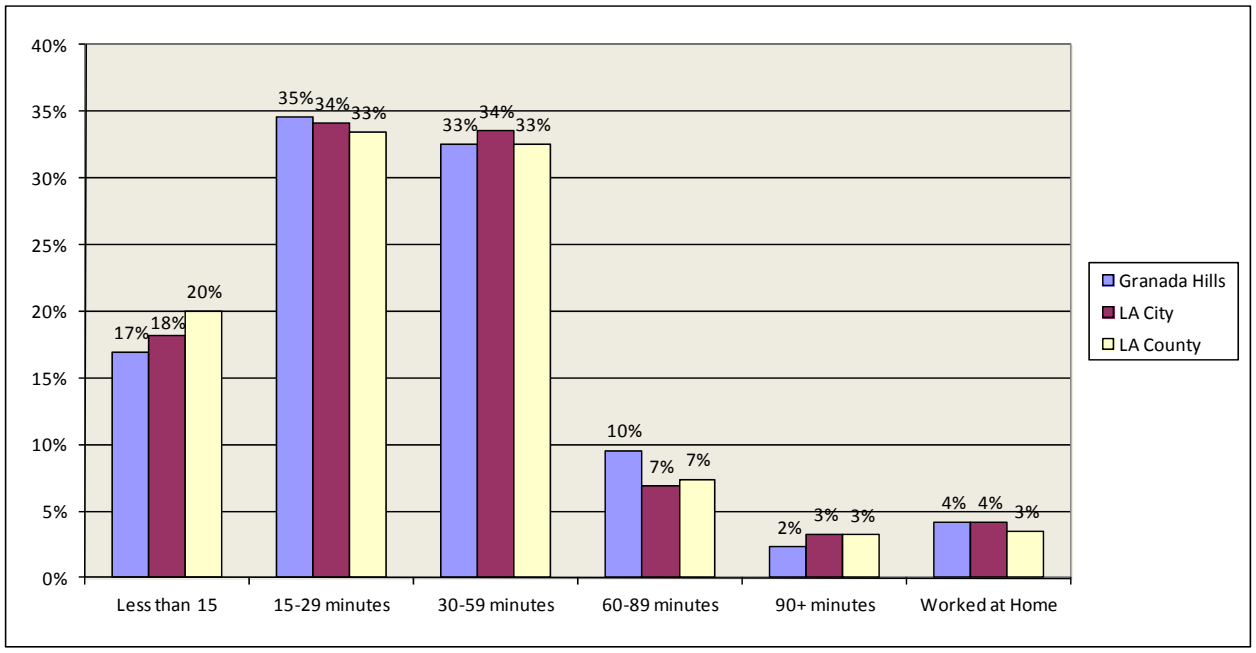
*Source: 2000 Census*

## 2.3 COMMUTE CHARACTERISTICS

### 2.3.1 *TRAVEL TIME TO WORK*

As shown in **Figure 3**, residents of Granada Hills-Knollwood take roughly the same time to travel to work as others living in Los Angeles. When compared to average travel times to work for the City of Los Angeles, and a higher percentage of Granada Hills-Knollwood residents travel to work in 15-29 minutes compared to both the City and County of Los Angeles. Conversely, a lower percentage of Granada Hills-Knollwood residents take less than 15 minutes to travel to work when compared to the City-wide and County-wide averages. According to the 2000 Census data, 35 percent of Granada Hills-Knollwood residents commute within the "15-29 minutes" travel time range, compared to 34 percent for the City of Los Angeles and 33 percent across all of Los Angeles County.

**FIGURE 3 TRAVEL TIME TO WORK**

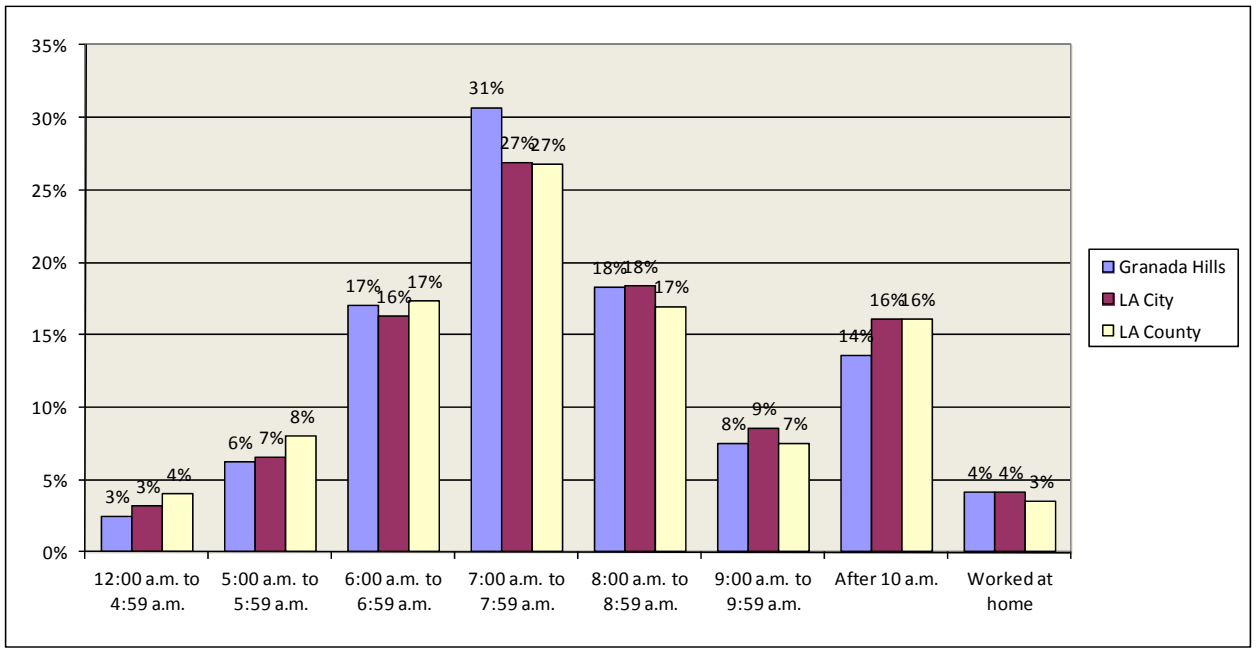



*Source: 2000 Census*

### 2.3.2 *TIME DEPARTURE TO WORK*

Overall, residents of Granada Hills-Knollwood generally depart for work at times similar to City of Los Angeles and Los Angeles County residents, as shown in **Figure 4**. According to 2000 Census data, 56 percent of Granada Hills-Knollwood residents depart for work before 8:00 a.m., compared to approximately 53 percent of City of Los Angeles residents and 56 percent of Los Angeles County residents. The highest concentration of work departures in Granada Hills-Knollwood occurs between 7:00 a.m. and 7:59 a.m.

**FIGURE 4 TIME OF DEPARTURE TO WORK**




*Source: 2000 Census*

### 2.3.3 *MEANS OF TRAVEL*

**Table 5** illustrates the means of travel to work for Granada Hills-Knollwood's residents. As shown, the percentage of workers who drive alone in Granada Hills-Knollwood is higher than both the City of Los Angeles and Los Angeles County. Approximately 80 percent of Granada Hills-Knollwood workers drive alone to work, opposed to 66 percent of City of Los Angeles workers and 70 percent of Los Angeles County workers. With respect to carpooling, approximately 13 percent of Granada Hills-Knollwood residents carpool, similar to the City of Los Angeles and Los Angeles County. The largest discrepancy in mode split between Granada Hills-Knollwood, the City of Los Angeles, and Los Angeles County occurred with transit. In Granada Hills-Knollwood, only two percent of workers utilize transit for their journey to work, opposed to 10 percent in the City of Los Angeles, and seven percent in Los Angeles County. The percentage of workers, who either biked, walked, worked at home, or traveled to work using another form of transportation is slightly lower in Granada Hills-Knollwood, as compared to the City of Los Angeles and Los Angeles County.

**TABLE 5 MEANS OF TRAVEL TO WORK**

| Mode | Granada Hills-Knollwood | City of Los Angeles | Los Angeles County |
|---|---|---|---|
| Drive Alone | 80% | 66% | 70% |
| Car Pool | 13% | 15% | 15% |
| Transit | 2% | 10% | 7% |
| Bike | 0% | 1% | 1% |
| Walk | 1% | 4% | 3% |
| Work At Home | 4% | 4% | 3% |
| Other | 0% | 1% | 1% |

*Source: 2000 Census*

## 2.4 HIGHWAY SYSTEM CHARACTERISTICS

The highway system within the Granada Hills-Knollwood Community Plan area generally follows a partial grid system south of the Santa Susana Mountains and includes limited through routes and many narrow winding streets in the hills north of SR-118. There are several major streets which traverse the southern part of the area in a grid-like formation. The presence of the Ronald Regan Freeway (State Route 118) in the middle of the Plan area and the Golden State Freeway (I-5) and the San Diego (I-405) Freeway to the east create various access points to the Granada Hills-Knollwood area from different regions. Significant volumes of regional trips are made through the Community Plan Area to/from the San Diego Freeway. The lack of proximity to any major regional center contributes to the less congested nature of the freeways around

the Granada Hills-Knollwood area. Non-contiguous streets within the Community Plan Area make it difficult for use these facilities by regional commute traffic.

Traffic counts provided below for freeway systems in the Granada Hills-Knollwood Community Plan Area were obtained from the 2007 annual average daily traffic (AADT) counts maintained by the Traffic and Vehicle Data Systems Unit of the California Department of Transportation (Caltrans).

### 2.4.1 *FREEWAYS*

As mentioned above, three freeway systems provide regional access from the Granada Hills-Knollwood Community Plan Area to all other areas of the Southern California region.

Freeway facilities are high-volume/high-speed roadways with limited access occurring only at grade-separated interchanges. I-5, I-210 and SR-118 are located within or adjacent to Granada Hills-Knollwood. Interchanges in the Granada Hills-Knollwood area are provided at the following locations:

- San Diego (I-405) Freeway
  - Devonshire Street
  - SR-118
  - Rinaldi Street/Sepulveda Boulevard
  - I-5

- Golden State (I-5) Freeway
  - Roxford Street
  - San Fernando Road
  - I-210

- Ronald Regan (SR-118) Freeway
  - Zelzah Avenue (future)
  - Balboa Boulevard
  - Hayvenhurst Avenue
  - Woodley Avenue
  - I-405

*SR-118 (Ronald Regan Freeway)* – SR-118 runs predominantly east-west and is located at the center of the study area. The Ronald Regan Freeway was formerly the Simi Valley-San Fernando Freeway. It is part of the California Freeway and Expressway System and is eligible for the State Scenic Highway System. It has four mainline lanes in each direction with ramp access within the study area at Balboa Boulevard. The 2005 Average annual daily traffic (AADT) on the 118 Freeway in the study area is 243,000 between Hayvenhurst Avenue and Woodley Avenue.

The Ronald Regan experiences congestion in both directions during peak hours and often on weekends.

*I-5 (Golden State Freeway)* – I-5 runs north-south and is located directly east of the study area. It has five mainline lanes in each direction with indirect ramp access to the study area via Mission Hills which is adjacent to the study area. The 2005 AADT on I-5 north of the I-405/I-5 Interchange is 137,000.

*I-405 (San Diego Freeway)* – I-405 runs north-south and is located directly east of the study area. It has five mainline lanes in each direction with direct ramp access to the study area at Rinaldi Street, San Fernando Mission Boulevard, and Devonshire Street. The 2005 AADT on I-405 north of the SR-118 Freeway is 221,000.

### 2.4.2 *SURFACE ROADWAYS*

As noted earlier, the major roadways in the Granada Hills-Knollwood area generally follow a grid pattern. Roadways are classified as Major Class II Highways (typically 100-104 feet right of way and two to three lanes in each direction), Secondary Highways (typically 80-90 feet of right of way and two lanes each direction), Collector streets (typically one lane each direction) and Local Streets (one lane each direction). Below are the generalized street and highway cross sections, which represent fully dedicated and improved streets by designation and type, as shown in the City's General Plan Transportation Element. Not all designations reflect actual conditions, and not all are found within the Granada Hills-Knollwood Community Plan Area:

Major Class II Highway-Class II - 104' ROW

a. Standard
- 12' Sidewalk/Parkway + 13' Curb Lane
- 4 Full-Time Through Lanes
- 2 Part-Time Parking Lanes
- 1 Median/Left Turn Lane

b. Pedestrian Priority Segments
- 17' Sidewalk/Parkway + 8' Curb Parking
- 4 Full-Time Through Lanes
- All-Day Parking
- 1 Median/Left Turn Lane

Secondary Highway - 90' ROW

a. Standard
- 10' Sidewalk/Parkway + 19' Curb Lane
- 4 Full-Time Through Lanes

- All-Day Parking
- 1 Median/Left Turn Lane

b. Pedestrian Priority Segments
- 15' Sidewalk/Parkway + 8' Curb Parking
- 4 Full-Time Through Lanes
- All-Day Parking

Collector Streets

a. Standard - 64' ROW
- 10' Sidewalk/Parkway
- 2 Full-Time Through Lanes
- 2 Full-Time Parking Lanes

b. Industrial - 64' ROW
- 8' Sidewalk
- On-Street Parking Restrictions
- 2 Full-Time Through Lanes
- Minimum 35' Curb Radius

c. Hillside - 50' ROW
- 5' Sidewalk
- 2 Full-Time Through Lanes
- 2 Full-Time Parking Lanes

It is important to note that not all streets meet these specifications exactly and that some classifications vary on a case by case basis.

**Appendix A-1** lists major segments on all of the roadways included in the travel demand forecasting model, their classification, number of peak hour and off-peak travel lanes, nature of on-street parking and the posted speed limit in the study area. Unless specifically stated, the number of travel lanes during the peak and off-peak hours are the same. The following paragraphs discuss the significant and regional roadways in the Granada Hills-Knollwood Community Plan Area.

### 2.4.3 *MAJOR CLASS II HIGHWAYS*

The Granada Hills-Knollwood Community Plan Area is traversed by a series of Major Highways, which run both north-south and east-west. Major Highways are generally four- to six-lane facilities that are designed to provide a high level of mobility to vehicles while providing access to adjacent properties. Major Highways in the study area include all or portions of the following:

- Balboa Boulevard
- San Fernando Road
- Woodley Avenue
- Devonshire Street
- Rinaldi Street
- Senson Boulevard

Balboa Boulevard – Balboa Boulevard is classified a Major Class II Highway throughout the study area. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks. The posted speed limit along Balboa Boulevard is 35 miles per hour.

San Fernando Road – San Fernando Road is classified a Major Class II Highway throughout the study area. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks. The posted speed limit along San Fernando Road is 35 miles per hour.

Woodley Avenue – Woodley Avenue is classified a Major Class II Highway from Rinaldi Street to Lassen Street. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks. The posted speed limit along Woodley Avenue is 35 miles per hour.

Devonshire Street – Devonshire Street is a Major Class II Highway from its beginning at Lindley Avenue to the west. It is classified a Major Class II Highway throughout the study area. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks. The posted speed limit along Devonshire Street is 35 miles per hour,

Rinaldi Street – Rinaldi Street is classified a Major Class II Highway throughout the study area. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks. The posted speed limit along Rinaldi Street is 35 miles per hour.

Sesnon Boulevard – Sesnon Boulevard is classified a Major Class II Highway throughout the study area. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks. The posted speed limit along Sesnon Boulevard is 35 miles per hour.

### 2.4.4 *SECONDARY ROADWAYS*

Secondary Highways are generally two- to four-lane roadways that provide local connections to the major highway network. These roadways may be classified as secondary arterials in a standard classification scheme. The Secondary Highways in the study area include all or portions of the following:

- Haskell Avenue
- Louise Avenue
- Hayvenhurst Avenue
- Zelzah Avenue
- Chatsworth Street
- Lassen Street
- San Fernando Mission Boulevard

Haskell Avenue – Haskell Avenue is classified a Secondary Highway throughout the study area. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks. The posted speed limit along Haskell Avenue is 35 miles per hour.

Louise Avenue – Louise Avenue is classified a Secondary Highway from Rinaldi Street to Devonshire Street. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks. The posted speed limit along Louise Avenue is 35 miles per hour.

Hayvenhurst Avenue – Hayvenhurst Avenue is classified a Secondary Highway throughout the study area. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks. The posted speed limit along Hayvenhurst Avenue is 35 miles per hour.

Zelzah Avenue – Zelzah Avenue is classified a Secondary Highway from Rinaldi Street to Devonshire Street. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks. The posted speed limit along Zelzah Avenue is 35 miles per hour.

East-West
Chatsworth Street – Chatsworth Street is classified a Secondary Highway throughout the study area. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks. The posted speed limit along Chatsworth Street is 35 miles per hour.

Lassen Street – Lassen Street is classified a Secondary Highway throughout the study area. It has two lanes in each direction with on-street parking on both sides of the street, with length of

time restrictions in many blocks. The posted speed limit along Lassen Street is 35 miles per hour.

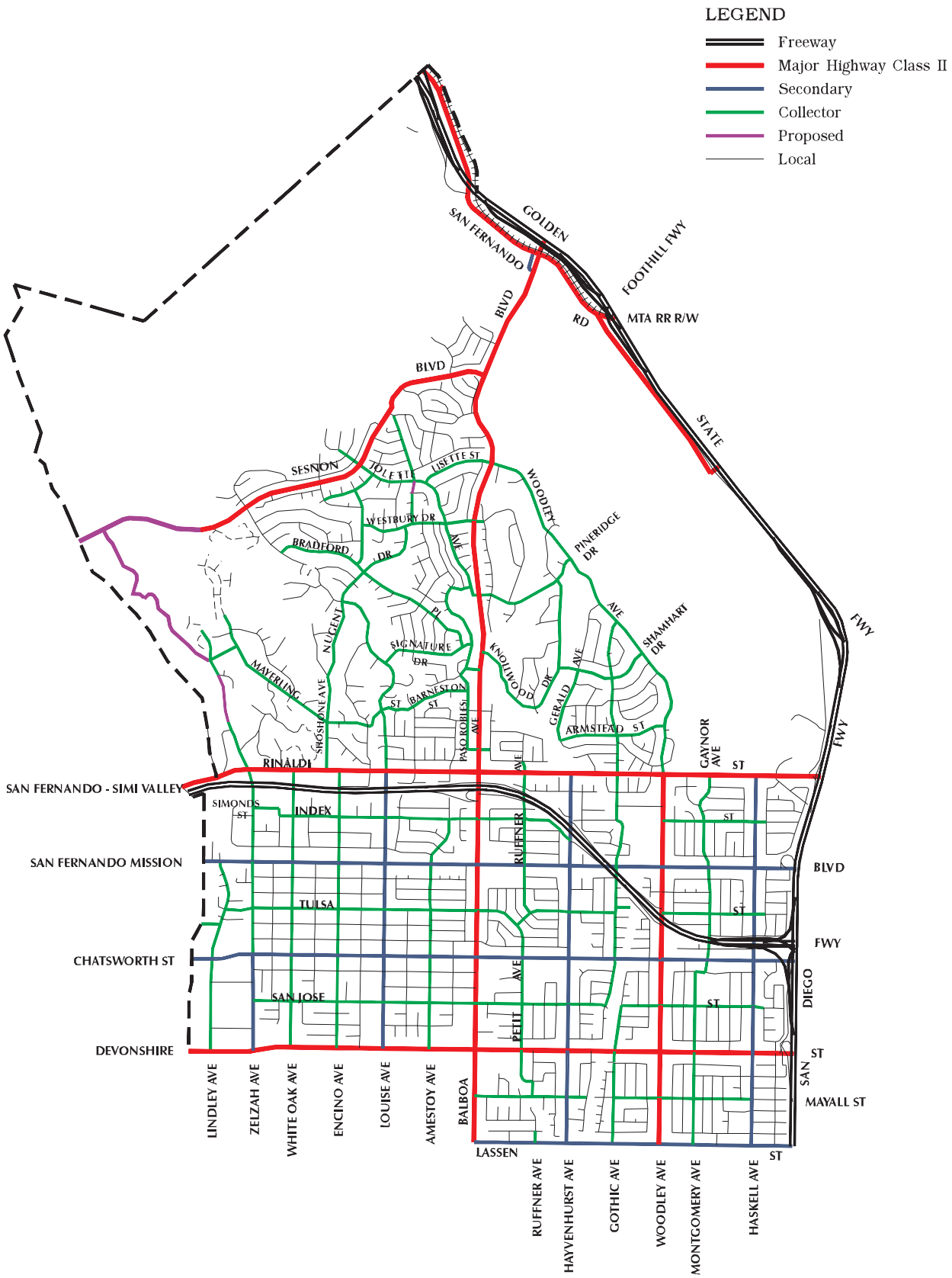
San Fernando Mission Boulevard – San Fernando Mission Boulevard is classified as a Secondary Highway throughout the study area. It has two lanes in each direction from I-405 to Louise Avenue. From Louise Avenue to western community plan boundary there is one lane in each direction. The posted speed limit along San Fernando Mission Boulevard is 35 miles per hour.

### 2.4.5 *COLLECTOR STREETS*

The network of Major and Secondary Highways are complemented by an extensive network of Collector Streets. Some of the more significant Collector Streets within Granada Hills-Knollwood include portions of the following:

- Amestoy Avenue
- Encino Avenue
- Gaynor Avenue
- Gerald Avenue
- Gothic Avenue
- Knollwood Drive
- Lindley Avenue
- Nugent Drive
- Paso Robles Avenue
- Petit Avenue
- Ruffner Avenue
- Shoshone Avenue
- White Oak Avenue
- Woodley Avenue
- Zelzah Avenue
- Armstead Street
- Barneston Street
- Bradford Place
- Index Street
- Jolette Avenue
- Lisette Street
- Mayall Street
- Mayerling Street
- Pineridge Drive
- San Jose Street
- Shamhart Drive
- Signature Drive
- Tulsa Street
- Westbury Drive

**Figure 5** illustrates the existing roadway designations in the Granada Hills-Knollwood Community Plan Area.

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**Proposed Granada Hills-Knollwood Community Plan TIMP**

**Figure 5**
**Granada Hills-Knollwood Community Plan Area**
**Existing Functional Classification**

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### 2.4.6 *SIGNALIZED INTERSECTIONS AND TRAFFIC CONTROL DEVICES*

The signal system in the City of Los Angeles is currently in the process of being updated to the Automated Traffic Surveillance and Control (ATSAC) system. This system allows monitoring and control of the signal from a central Traffic Operations Center (TOC) at City Hall. The importance of linking to the ATSAC system is the ability to coordinate the signals in relationship with other signals along a travel corridor. Signal coordination minimizes delay, due to stops, and enhances vehicle flow. Studies by the Los Angeles Department of Transportation have shown that the ATSAC system reasonably increases capacities on roadways by approximately seven percent. Once complete, the entire signal system in Granada Hills-Knollwood will be online with the ATSAC system.

The next generation of signal system upgrade is to an Adaptive Traffic Control System (ATCS). The ATCS system automatically adjusts signal timing dynamically during different times of the day based on traffic volumes and directions. In addition, LADOT staff can manually adjust traffic signals remotely from the department's command center to respond to accidents, weather, special events, and other emergencies.

It is anticipated that all traffic signals citywide will be a part of the ATSAC and ATCS systems by to the year 2030. LADOT recognizes the increased efficiency of the traffic flow by allowing a credit to the volume to capacity (V/C) ratio along roadway links. The ATSAC credit is seven percent increase in capacity and the ATCS credit is an additional three percent increase in capacity. Therefore, for 2030 conditions, a total of 10 percent increase in capacity is assumed.

## 2.5 EXISTING OPERATING CONDITIONS - METHODOLOGY

In order to understand the operating conditions of traffic, it is important to understand the concept of level of service (LOS) and the methodology used to determine the LOS. Level of service is a qualitative measure describing traffic flow conditions. The ranges vary from LOS A at free flow conditions to LOS F at extremely congested conditions. The methodology used to determine the link LOS involves the calculation of the V/C ratio on each of the links.

Assumed capacities on roadway links were developed in conjunction with LADOT. The capacities reflect the maximum number of vehicles per hour that can be reasonably carried on the roadway under prevailing traffic conditions. The assumed roadway capacities for each type of facility used are as follows:

| Facility Type | Hourly Capacity (veh./lane/hour) |
|---|---|
| Freeway mainline | 2,000 |
| Freeway ramp | 600 |
| Freeway connector | 1,600 |
| Two-way major arterial | 800 |
| Two-way secondary arterial | 700 |
| Collector and local streets | 600 |

### 2.5.1 *MODEL REFINEMENT*

The Southern California Association of Governments (SCAG) travel demand model was used for the traffic analysis. The SCAG model was focused and refined to provide a tool to analyze future impacts due to growth and changes in land uses in the Granada Hills-Knollwood Community Plan Area. Socioeconomic (SED) data such as housing, population and jobs was identified for the Community Plan Area. This data is placed in the model through the use of traffic analysis zones (TAZ) which represent geographical areas. The TAZs and roadway network in the SCAG model are large and less refined, so for this analysis, it required the disaggregation of traffic analysis zones, addition of roads to the street network and updates of the SCAG socioeconomic data. The following is a short discussion of the refinement work conducted for the Granada Hills-Knollwood Community Plan.

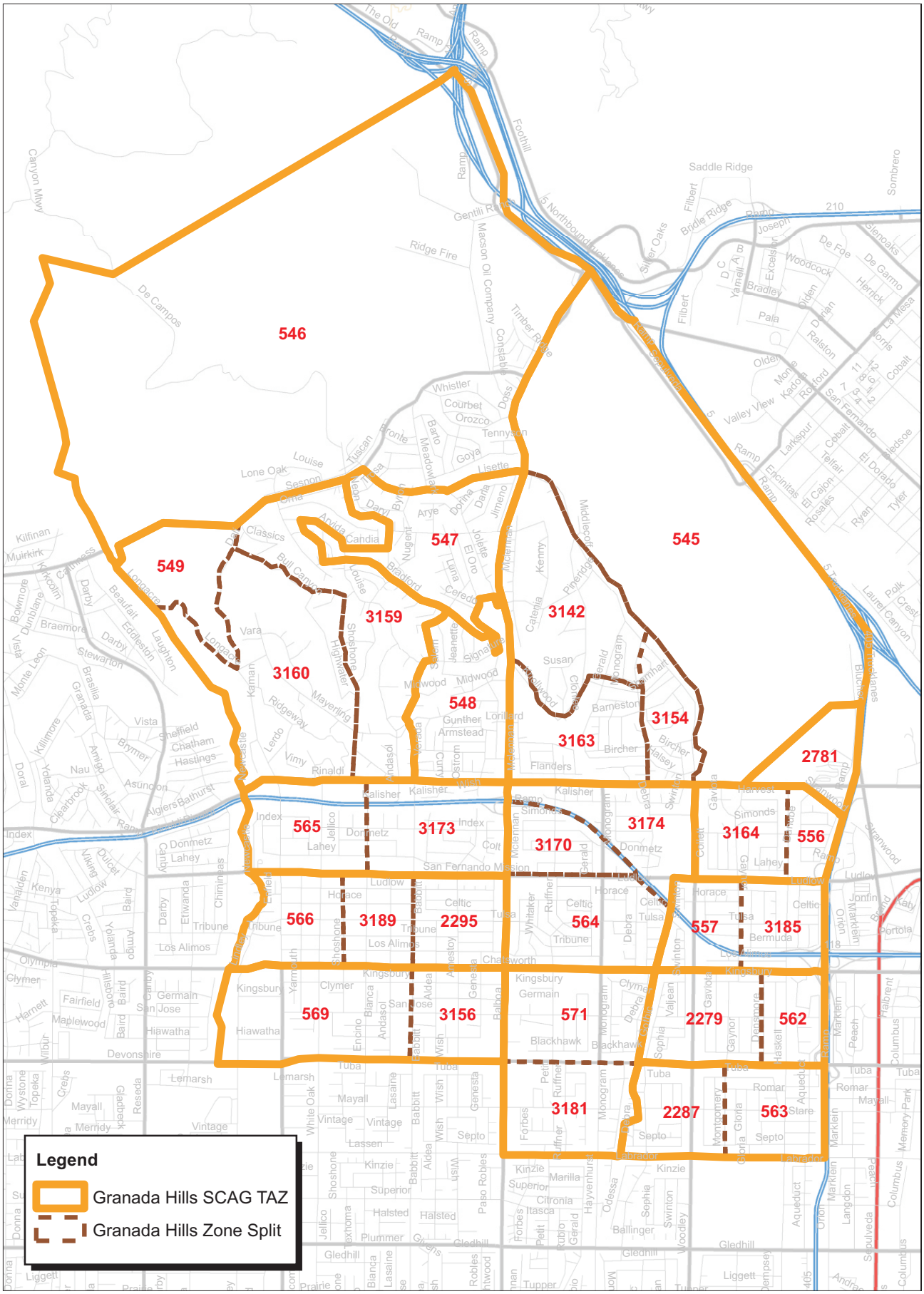
The number of TAZ's was increased from 15 zones to 31 zones within the Granada Hills-Knollwood area. The new TAZ boundaries were determined based on current and proposed land uses. **Figure 6** shows the new refined TAZ system in the Granada Hills-Knollwood Community Plan Area.

Information regarding the street system in and around Granada Hills-Knollwood needed to be further detailed to conduct a community plan level of analysis. The SCAG model contained roadways only down to the secondary arterial level. The goal of the network refinement task was to add all roadways that were determined to be significant for the study, including collector streets.

The goal of the model development was to include all major and secondary roadways in the model. Most collector streets were also added to the model's network, although some discontinuous or dead-end roadways could not be modeled. For a model to be considered accurate and appropriate for use in traffic forecasting, it must replicate actual conditions to within a certain level of accuracy. Validation guidelines have been established by LADOT based on Caltrans and FHWA standards. The model was calibrated to within 10 percent on a screenline basis, which meets Caltrans and FHWA standards. Screenlines are imaginary lines drawn across several parallel roadways, creating a cordon or boundary, and are used to assess

the performance of the model in terms of forecasting traffic on each roadway crossing the screenline in comparison to actual traffic counts on those roadways. Model volumes were within 10 percent of the actual volumes. Therefore, the result of the modeling effort is a refined travel demand forecast model for the Granada Hills-Knollwood area, sensitive enough to forecast future link-level conditions.

The V/C for the roadway segments was calculated, and the average V/C for the entire Granada Hills-Knollwood Community Plan Area was assessed by obtaining the volume weighted average V/C. The volume weighted average V/C ratio is calculated by taking the volume of each link and multiplying it by its corresponding V/C ratio. This is divided by the sum of the total volume on all links. The resultant essentially represents the average V/C ratio for the entire roadway network in Granada Hills-Knollwood Community Plan Area.

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**Proposed Granada Hills-Knollwood Community Plan TIMP**

**Figure 6**
**Traffic Analysis Zones in the Granada Hills-Knollwood Community Plan Area**

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### 2.5.2 *Selected Highway Segments for Analysis*

As discussed in the Highway System Characteristics section of this chapter, a majority of the streets in Granada Hills-Knollwood are designated as Collectors and local streets. This is true even of non-continuous streets and streets that provide only local access. In reality, many of the local access and non-contiguous streets function and operate as local streets. Such roadways seldom experience significant traffic impacts due to congestion but they are often used as cut through routes by drivers seeking to avoid congestion on nearby Major or Secondary Highways. The TIMP examines collector-level and higher facilities within the City's jurisdiction. The reason for evaluating these facilities is that, typically, streets designated as Collectors, Secondary and Major Class II Highways play a significant role in the movement of traffic, while local streets primarily provide direct access to abutting land uses, including homes.

### 2.5.3 *Existing Traffic Conditions*

**Appendix A-2** presents the results of the volume-to-capacity calculations for the existing traffic conditions for the year 2005. The table lists the roadway separated by each designated segment that lies within the Granada Hills-Knollwood Community Plan Area. The existing traffic volumes are presented under the column heading "Volume". Traffic volumes have been separated by direction, indicated by the "NB/EB" or "SB/WB" heading. These represent north- and southbound directions or east- and westbound directions of travel, depending on the orientation of the facility.

The calculated volume-to-capacity ratio for each direction is presented under the column "V/C". The associated Level of Service for each V/C range is presented in the final columns under "LOS." **Table 6** summarizes the existing traffic conditions and includes the daily vehicle miles traveled (VMT), daily vehicle hours traveled (VHT), and overall daily average speed on the streets within the Granada Hills-Knollwood Community Plan Area. VMT is a measure of how much and how far people are driving and is calculated as the total miles travelled daily within the Community Plan area. The higher the VMT, the more auto travel there is, with related increases in emissions. VHT is a measure of how much time is spent traveling, and is calculated as the total number of hours daily that vehicles spend on the roadways within the Community Plan area. Increasing VHT indicates more time spent in slower-moving, congested streets. Segments operating at LOS E or F (with a V/C of 0.91 or worse) are roadways that are recommended to be tracked for Granada Hills-Knollwood's significant growth impacts. A total of 19 roadway segments (or links) out of a total of 732 links, or approximately three percent, of Granada Hills-Knollwood roadways operate at an LOS E or F in the existing traffic conditions. The volume-weighted V/C ratio is 0.598 for the existing traffic conditions. This indicates that on average, the streets in Granada Hills-Knollwood Community Plan Area utilize approximately 59.8 percent of roadway capacity in the PM peak hour. The V/C ratio is at LOS A, which indicates very good overall operating conditions. VMT and VHT are highest in the PM peak period when commercial and retail trips overlap with commute trips.

**TABLE 6 2005 TRAFFIC CONDITIONS – ARTERIAL SUMMARY**

| Existing Traffic Conditions | |
|---|---|
| VMT | 243,454 |
| VHT | 5,804 |
| Avg. Speed (mph) | 42 |
| Weighted Avg. V/C | 0.598 |
| Links at LOS E or F | 19 |
| % of Links at LOS E or F | 3% |

## 2.6 TRANSIT SERVICES

Fixed-route public transportation services in the Granada Hills-Knollwood Community Plan Area are currently provided by the Los Angeles County Metropolitan Transportation Authority (Metro), Commuter Express services provided by the Los Angeles Department of Transportation (LADOT), Santa Clarita Transit, and Antelope Valley Transit. **Figure 7** illustrates transit routes serving the Granada Hills-Knollwood Community Plan Area including four Metro routes, three LADOT routes, two Santa Clarita Transit routes, and one Antelope Valley Transit route. The following provides a brief description of these transit routes:

**Metro Transit Routes**

**158**: Line 158 provides local service between Chatsworth and Sherman Oaks primarily along Devonshire Street, Arleta Avenue, Branford Street, and Woodman Avenue. Line 158 traverses the Granada Hills-Knollwood Community Plan Area along Devonshire Street.

**236**: Line 236 provides local service between Encino to Sylmar primarily along Balboa Boulevard, Foothill Boulevard, Glenoaks Boulevard, and Hubbard Street. Line 236 traverses the Granada Hills-Knollwood Community Plan Area along Balboa Boulevard.

**237**: Line 237 provides local service between Encino to Sherman Oaks via Granada Hills-Knollwood primarily along Balboa Boulevard, Rinaldi Street, Woodley Avenue, Victory Boulevard, and Van Nuys Boulevard. Line 237 traverses the Granada Hills-Knollwood Community Plan Area along Balboa Boulevard, Rinaldi Street, and Woodley Avenue.

**239**: Line 239 provides local service between Encino and Sylmar primarily along White Oak Avenue, Lindley Avenue, Zelzah Avenue, Chatsworth Street, Louise Avenue, Rinaldi Street, and San Fernando Mission Boulevard. Line 239 traverses the Granada Hills-Knollwood Community Plan Area along Zelzah Avenue, Chatsworth Street, Louise Avenue, Rinaldi Street, Haskell Avenue, and San Fernando Mission Boulevard.

**LADOT Transit Routes**

**Commuter Express 419**: Commuter Express 419 provides peak-hour express bus service between Chatsworth and Downtown Los Angeles through Northridge, Granada Hills-Knollwood, and Mission Hills. This express line traverses the Granada Hills-Knollwood Community Plan Area along Devonshire Street, Woodley Avenue, and Chatsworth Street.

**Commuter Express 573**: Commuter Express 573 provides peak-hour express bus service between Mission Hills and Century City through Northridge, Encino, and Westwood. This express line traverses the Granada Hills-Knollwood Community Plan Area along Chatsworth Street and Balboa Boulevard.

**Commuter Express 574**: Commuter Express 574 provides peak-hour express bus service between San Fernando and Redondo Beach through Northridge, Encino, Westchester, and El Segundo. This express line traverses the Granada Hills-Knollwood Community Plan Area along Chatsworth Street and Balboa Boulevard.

**Santa Clarita Transit Route**

**791/796**: Lines 791 and 796 provide express bus service between the Santa Clarita Valley Chatsworth and Warner Center. Lines 791 and 796 operate on the Ronald Reagan (SR-118) Freeway during peak hours through the Granada Hills-Knollwood Community Plan Area.

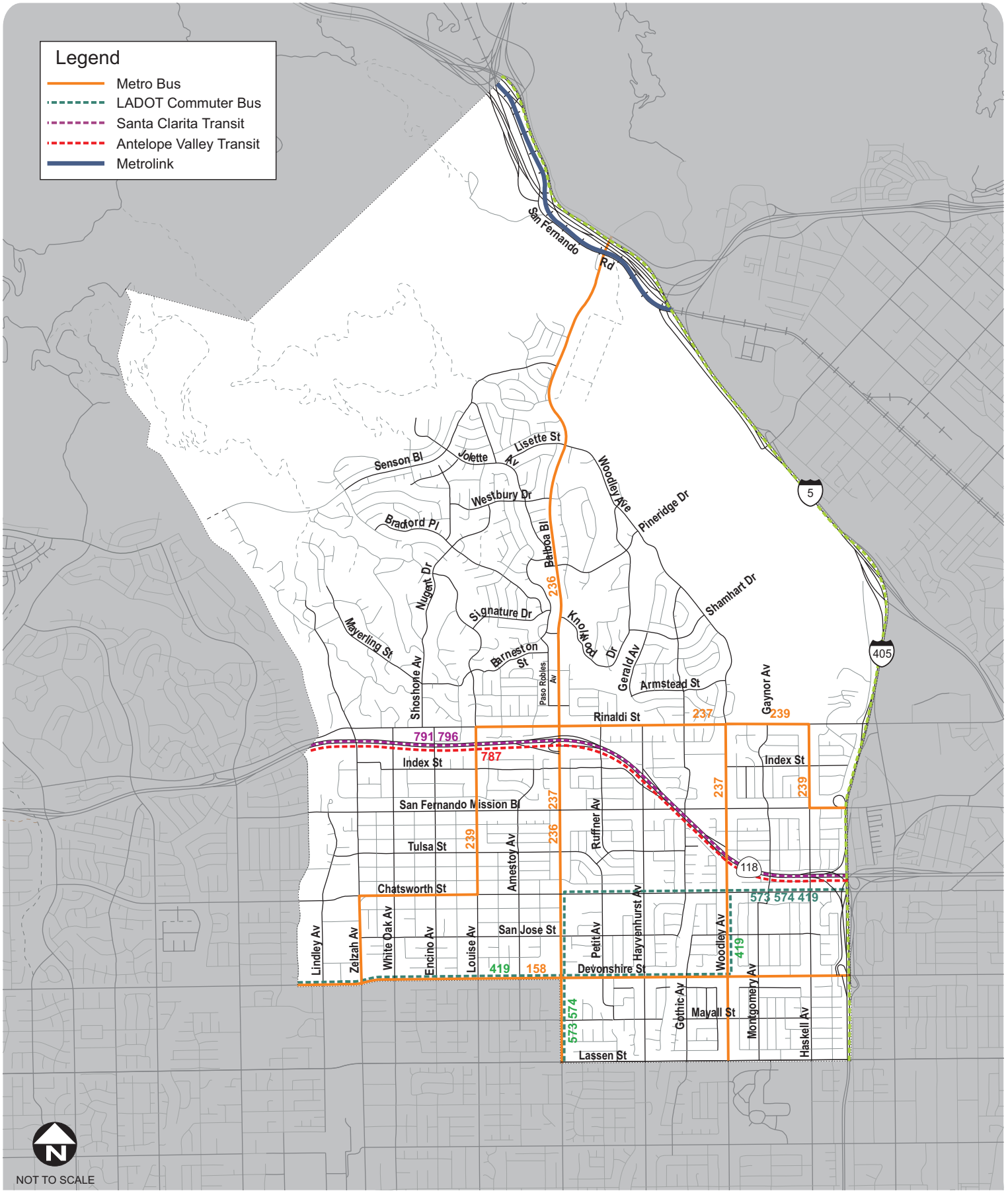
**Antelope Valley Transit Route**

**787**: Antelope Valley Transit provides express bus service to the West San Fernando Valley to Lancaster/Palmdale. Line 787 operates peak hours Reseda Boulevard, Plummer Street and De Soto Avenue in the vicinity of the Granada Hills-Knollwood Community Plan Area, during peak hours.

**Table 7** lists the bus routes serving the Granada Hills-Knollwood Community Plan Area and shows the days of operation and approximate weekday hours of operation. Two of the bus routes serving the area operate seven days per week, and the remainders operate five days per week.

## TABLE 7 TRANSIT ROUTES

| Operator | Line | Weekday Hours | | Monday-Friday | Saturday | Sunday & Holiday |
|---|---|---|---|---|---|---|
| | | Start Time | Stop Time | | | |
| Metro | 158 | 5:15 AM | 9:30 PM | X | X | X |
| Metro | 236 | 5:10 AM | 8:30 PM | X | X | X |
| Metro | 237 | 5:50 AM | 9:15 PM | X | | |
| Metro | 239 | 5:15 AM | 8:55 PM | X | | |
| LADOT Commuter Express | 419 | 5:40 AM | 8:30 PM | X | | |
| LADOT Commuter Express | 573 | 5:35 AM | 8:00 PM | X | | |
| LADOT Commuter Express | 574 | 5:20 AM | 7:40 PM | X | | |
| Santa Clarita Transit | 791/796 | 6:15 AM | 6:10 PM | X | | |
| Antelope Valley Transit | 787 | 4:00 AM | 7:35 PM | X | | |

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**Proposed Granada Hills-Knollwood Community Plan TIMP**

**Figure 7**
**Existing Transit Routes Serving the Granada Hills-Knollwood Community Plan Area**

V:\Projects\2006\J06-1667 Granada Hills TIMP\gra

## 2.7 BICYCLE FACILITIES

The City of Los Angeles City Council approved the 2010 Bicycle Plan on March 1, 2011. The Bicycle Plan includes the following bicycle facilities: Class I Bicycle Paths, Class II Bicycle Lanes, and Class III Bicycle Routes and Bicycle-Friendly Streets.

Bicycle facilities are classified based on a standard typology, which is described in further detail below. **Figure 8** shows the locations of the existing and proposed bicycle facilities within the Granada Hills-Knollwood Community Plan Area.

- ***Class I Bikeways (Bicycle Paths)*** are exclusive car free facilities that are typically not located within a roadway area. And provide a separated right-of-way for bicycle travel that is typically shared with pedestrians and provides a typical to 12-foot wide path. Bike path intersections are usually minimized, and street crossings often require special treatment.

- ***Class II Bikeways (Bicycle Lanes)*** provide on-street right-of-way in the form of a striped lane for the exclusive use of bicyclists, except where right-turning vehicles are allowed to encroach. Bicycle Lanes are typically five to seven feet wide and located to the right of vehicular travel lanes.

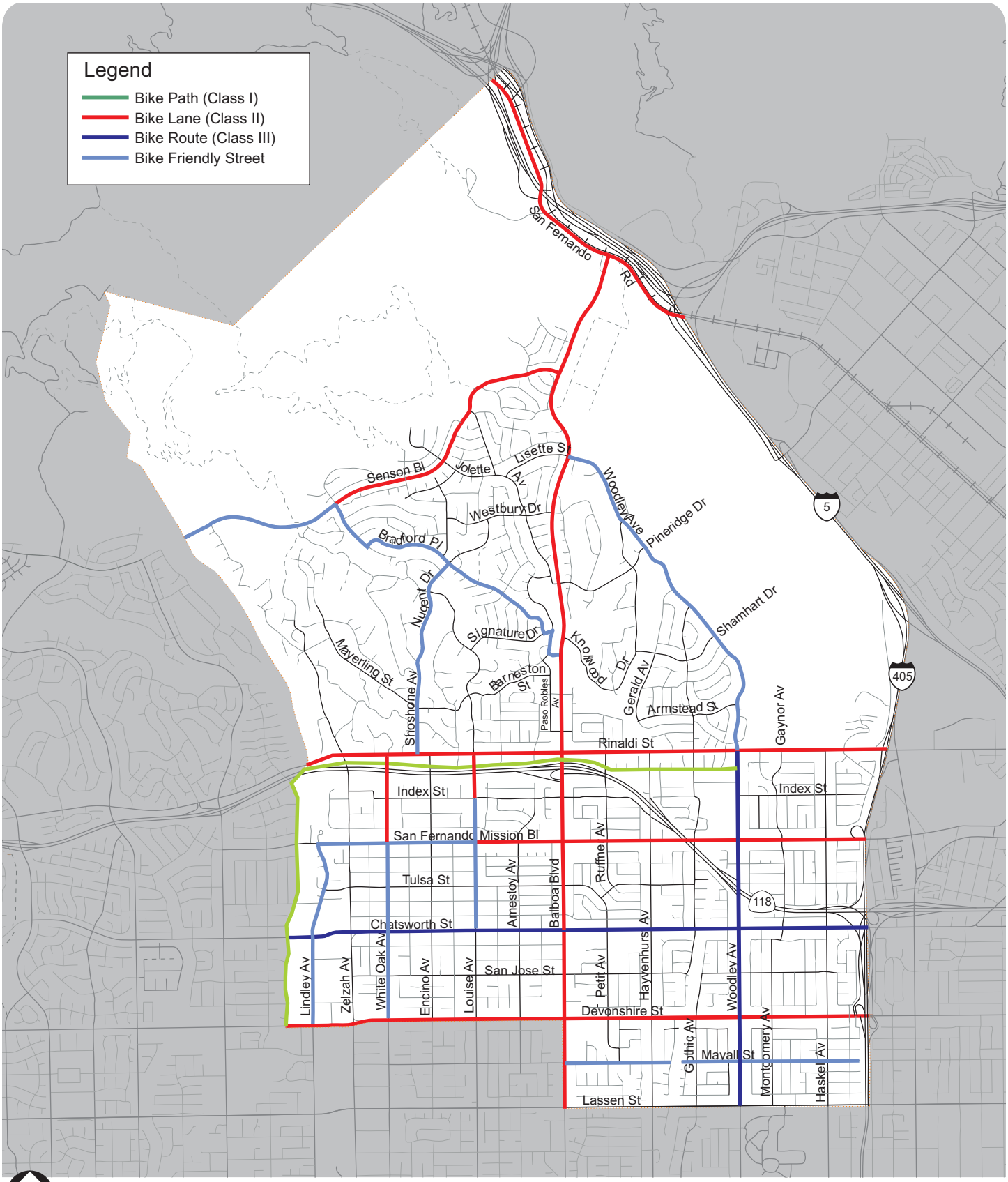
- ***Class III Bikeways (Bicycle Routes)*** are signed routes for use by bicyclists without the benefit of allocated right-of-way. Bicyclists share lanes with motor vehicles. Bike routes are typically designated along streets with lower traffic volumes, wider curb lanes or are otherwise better suited for bicycle travel.

- ***Class III Bikeways (Bicycle-Friendly Streets)*** are primarily on collector and local roadways. These corridors generally parallel major commercial corridors, and have the potential to provide access to local destinations and provide connections to other bicycle facilities.

Within the study area, there are several existing bicycle facilities. Bicycle racks are provided at various public and private locations throughout the Granada Hills-Knollwood Community Plan. According to the 2010 Bicycle Plan, no Bicycle Paths or Bicycle Routes currently exist within the Granada Hills-Knollwood Community Plan Area.

The following Bicycle Lanes currently exist within the Granada Hills-Knollwood Community Plan Area:

- Balboa Boulevard from Woodley Avenue to 940 feet south of San Fernando Road
- Rinaldi Street from western Community Plan boundary to eastern Community Plan boundary
- Woodley Avenue from Rinaldi Street to southern Community Plan boundary
- Devonshire Street from Hayvenhurst Avenue to Haskell Avenue.




NOT TO SCALE

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**Proposed Granada Hills-Knollwood Community Plan TIMP**

**Figure 8**
**Proposed Bicycle Facilities to Serve the Granada Hills-Knollwood Community Plan Area**

V:\Projects\2006\J06-1667 Granada Hills TIMP\gra

# 3.0 YEAR 2030 CONDITIONS

In this chapter, Year 2030 scenarios and analyses are presented. The first is the Current Land Use Plan, which is based on the current land uses contained in the existing Granada Hills-Knollwood Community Plan. The second is the Proposed Land Use Plan, which is reflective of land use changes proposed for the Granada Hills-Knollwood Community Plan.

During the time the Proposed Land Use Plan was being developed, a series of roadway alternatives were tested, but used an interim land use plan. The alternatives can be compared to each other, but since the land uses contained in the alternatives analyses were neither the Current nor Proposed Land Use Plan, it is not meaningful to compare the results to either the Current or Proposed Plan. These alternatives were merely to evaluate how different roadway changes would affect traffic volumes.

The future conditions also assume that the LADOT ATSAC and ATCS traffic signal systems are in place for all intersections by 2030. As noted in section 2.4.6, this effectively increases roadway capacity by 10 percent as compared to 2005 conditions.

## 3.1 YEAR 2030 CURRENT LAND USE PLAN WITH COMMITTED ROADWAY NETWORK

The Year 2030 Current Land Use Plan with Committed Roadway Network (Current Land Use Plan) is an analysis of what would occur if no changes were made to the current land use plan. **Table 8** shows the Current Land Use Plan arterial summary, which includes VMT, VHT and average speed. Roadway segments operating at LOS E or F (V/C of 0.91 or worse) were identified to ascertain the level of congestion expected in the future. A total of approximately 14 percent (104 of 724 roadway links) of Granada Hills-Knollwood roadways are forecast to operate at an LOS E and F in the Current Land Use Plan scenario.

The volume-weighted V/C ratio is 0.898 for the year 2030 Current Land Use Plan. This indicates that on average, the streets in the Granada Hills-Knollwood Community Plan Area utilize approximately 89.8 percent of roadway capacity in the PM peak. The V/C ratio is at LOS F, which constitutes fair overall operating conditions. **Table A-3** in the Appendix shows the Current Land Use Plan level of service for each arterial segment in the Granada Hills-Knollwood Community Plan Area.

### TABLE 8 YEAR 2030 CURRENT LAND USE PLAN WITH COMMITTED ROADWAY NETWORK – ARTERIAL SUMMARY

| Current Land Use Plan Traffic Conditions | |
|---|---|
| VMT | 367,290 |
| VHT | 11,329 |
| Avg. Speed (mph) | 32 |
| Weighted Avg. V/C | 0.898 |
| Links at LOS E or F | 104 |
| % of Links at LOS E or F | 14% |

**Table 9** includes a comparison of the Current Land Use Plan to the existing traffic conditions. As shown, the total VMT increases by approximately 50 percent when comparing the Current Land Use Plan scenario to the existing traffic conditions. There is an overall total increase in VHT, and the average speed decreases by 10 mph between the Current Land Use Plan and the existing traffic conditions.

### TABLE 9 COMPARISON – EXISTING TRAFFIC CONDITIONS - YEAR 2030 CURRENT LAND USE PLAN WITH COMMITTED ROADWAY NETWORK

| | Existing Traffic Conditions | Current Land Use Plan |
|---|---|---|
| VMT | 243,454 | 367,290 |
| VHT | 5,804 | 11,329 |
| Avg. Speed (mph) | 42 | 32 |
| Weighted Avg. V/C | 0.598 | 0.898 |
| Links at LOS E or F | 19 | 104 |
| % of Links at LOS E or F | 3% | 14% |

## 3.2 YEAR 2030 PROPOSED LAND USE PLAN

Evaluation of the Year 2030 Proposed Land Use Plan begins with evaluation of the Proposed Land Use Plan on the committed roadway network system, and then a series of network alternatives were evaluated in order to develop the proposed roadway network and TIMP.

The land use changes proposed for the Granada Hills-Knollwood Community Plan concentrate development in along major highways such as Chatsworth Street, Devonshire Street, and Balboa Boulevard, in order to preserve single family residential throughout, but especially in the hillsides with very low to minimum residential densities. The number of jobs in the Granada Hills-Knollwood Community Plan Area with the Proposed Land Use Plan is forecast to grow to 20,194 in 2030, an increase of 5,237 jobs, or 35 percent over the current 14,957 jobs in Granada Hills-Knollwood. The Proposed Land Use Plan anticipates concentrating growth in areas where the mix of housing and jobs are in proximity to one another, reducing the need for extra vehicle trips.

### 3.2.1 *Year 2030 Proposed Land Use Plan with Committed Roadway Network*

The Year 2030 Proposed Land Use Plan and Committed Roadway Network (Proposed Land Use Plan) was analyzed, and the arterial summary results are shown in **Table 10**. The summary includes VMT, VHT and average speed. Roadway segments operating at LOS E or F (V/C of 0.91 or worse) were identified to ascertain the level of congestion expected in the future. A total of approximately 16 percent, or 114 of 724 links, of Granada Hills-Knollwood roadways are forecast to operate at an LOS E and F in the Proposed Land Use Plan. This is slightly higher than the Current Plan due to changes in proposed land uses. The volume-weighted V/C ratio is 0.948; this indicates that on average, the streets in the Granada Hills-Knollwood Community Plan Area utilize approximately 94.8 percent of roadway capacity in the PM peak hour. The V/C ratio is at LOS E, which is less than desired overall operating conditions. **Table A-4** in the Appendix shows the Proposed Land Use Plan roadway Level of Service for each arterial segment in the Granada Hills-Knollwood Community Plan Area.

**Table 10 Year 2030 Proposed Land Use Plan with Committed Roadway Network – Arterial Summary**

| Proposed Land Use Plan Traffic Conditions | |
|---|---|
| VMT | 371,390 |
| VHT | 12,264 |
| Avg. Speed (mph) | 30 |
| Weighted Avg. V/C | 0.948 |
| Links at LOS E or F | 114 |
| % of Links at LOS E or F | 16% |

**Table 11** includes a comparison of the Proposed Land Use Plan, the Current Land Use Plan and existing traffic conditions arterial statistics. The data shows that the Proposed Land Use Plan and the Current Land Use Plan have higher VMT and VHT than existing traffic conditions. The Proposed Land Use Plan and Current Land Use Plan have very similar arterial statistics. Note that the Proposed Land Use Plan proposes lower population, yet a slightly higher number of jobs, than the Current Land Use Plan.

**TABLE 11 COMPARISON - EXISTING TRAFFIC CONDITIONS - YEAR 2030 CURRENT PLAN AND PROPOSED LAND USE PLAN WITH COMMITTED ROADWAY NETWORK**

| PM Peak Hour Data | Existing Traffic Conditions | Current Land Use Plan | Proposed Land Use Plan |
|---|---|---|---|
| VMT | 243,454 | 367,290 | 371,390 |
| VHT | 5,804 | 11,329 | 12,264 |
| Avg. Speed | 42 | 32 | 30 |
| Weighted V/C | 0.598 | 0.898 | 0.948 |
| Links at LOS E or F | 19 | 104 | 114 |
| % of Links at LOS E or F | 3% | 14% | 16% |

### 3.2.2 *YEAR 2030 INTERIM LAND USE PLAN WITH TRANSPORTATION NETWORK ALTERNATIVE ONE*

The roadway network in Granada Hills-Knollwood is largely built out, so there are relatively few streets that can be expected to provide additional capacity in the future. To help to make a decision to arrive at the Proposed Land Use Plan with TIMP, four alternative networks were analyzed; all use the same Interim Land Use Plan, and each has various modifications to the transportation network.

In the Year 2030 Interim Land Use Plan with Transportation Network Alternative One (Transportation Alternative One), the following network change would occur:

- Conversion of Chatsworth Street from Zelzah Avenue to Amestoy Avenue from a Secondary Roadway to a Modified Secondary Roadway, and would consist the removal of one lane in each direction and placing angled parking to create a more pedestrian friendly area and provide additional parking for the commercial uses along Chatsworth.

This alternative was shown to generally change traffic conditions and volumes along parallel streets. **Table 12** shows the Transportation Alternative One arterial summary, which includes VMT, VHT and average speed. Roadway segments operating at LOS E or F (V/C of 0.91 or worse) were identified to ascertain the level of congestion expected in the future. **Table A-5** in the Appendix shows the Transportation Alternative One roadway Level of Service for each arterial segment in the Granada Hills-Knollwood Community Plan Area.

Transportation Alternative One shows that approximately 15 percent of Granada Hills-Knollwood roadways are forecast to operate at LOS E and F (106 of 724 Links). The volume-weighted V/C ratio is 0.0.853, which indicates that on average, the streets in the Granada Hills-Knollwood Community Plan Area would utilize approximately 85.3 percent of roadway capacity in the PM peak hour. The V/C ratio is at LOS D, which indicates fair overall operating conditions.

### TABLE 12 YEAR 2030 INTERIM LAND USE PLAN WITH TRANSPORTATION NETWORK ALTERNATIVE ONE – ARTERIAL SUMMARY

| | Transportation Alternative One Traffic Conditions |
|---|---|
| VMT | 360,143 |
| VHT | 10,143 |
| Avg. Speed (mph) | 32 |
| Weighted Avg. V/C | 0.853 |
| Links at LOS E or F | 106 |
| % of Links at LOS E or F | 15% |

**Table 13** includes a comparison of the Transportation Alternative One, the Current Land Use Plan and Existing Traffic Conditions arterial statistics. However, it must be remembered that Transportation Alternative One has a different (Interim) land use plan than the Current Land Use Plan. The data shows that the Transportation Alternative One and the Current Land Use Plan have higher VMT and VHT than Existing Traffic Conditions.

### TABLE 13 COMPARISON – EXISTING TRAFFIC CONDITIONS - YEAR 2030 CURRENT LAND USE PLAN WITH COMMITTED ROADWAY NETWORK AND YEAR 2030 TRANSPORTATION NETWORK ALTERNATIVE ONE

| PM Peak Hour Data | Existing Traffic Conditions | Current Land Use Plan | Transportation Alternative One |
|---|---|---|---|
| VMT | 243,454 | 367,290 | 360,143 |
| VHT | 5,804 | 11,329 | 10,143 |
| Avg. Speed | 42 | 32 | 32 |
| Weighted V/C | 0.598 | 0.898 | 0.853 |
| Links at LOS E or F | 19 | 104 | 106 |
| % of Links at LOS E or F | 3% | 14% | 15% |

### 3.2.3 *YEAR 2030 INTERIM PLAN LAND USE WITH TRANSPORTATION NETWORK ALTERNATIVE TWO*

Year 2030 Interim Land Use Plan with Transportation Alternative Two (Transportation Alternative Two) evaluated a suggestion made by the community as their solution to alleviate traffic on Balboa Boulevard. Under Network Alternative Three, the following changes would occur:

- Removal of Balboa Boulevard north of Sesnon Boulevard. This was tested to the affects of forcing traffic onto the freeway, rather than through the Granada Hills-Knollwood area. Local residents feel that traffic from Santa Clarita uses this route as a cut-through route to get to I-405 and downtown Los Angeles.

**Table 14** shows the Transportation Alternative Two arterial summary, which includes VMT, VHT and average speed. Roadway segments operating at LOS E or F (V/C of 0.91 or worse) were identified to ascertain the level of congestion expected in the future. It should be noted that the V/C and number of links forecast to operate at LOS E or F is only for arterials, not freeways. Therefore, freeways may show decreased level of service, while the arterials show increased level of service. A total of approximately 11 percent of Granada Hills-Knollwood roadways are forecast to operate at an LOS E and F (80 of 720 Links) in the Transportation Alternative Two scenario. The volume-weighted V/C ratio is 0.767, which indicates that on average, the streets in the Granada Hills-Knollwood Community Plan Area would utilize approximately 76.7 percent of roadway capacity in the PM peak hour. The V/C ratio is at LOS C, which indicates that overall operating conditions are good. **Table A-6** in the Appendix shows the Transportation Alternative Two level of service for each arterial segment in the Granada Hills-Knollwood Community Plan Area.

### TABLE 14 YEAR 2030 INTERIM LAND USE PLAN WITH TRANSPORTATION NETWORK ALTERNATIVE TWO – ARTERIAL SUMMARY

| Transportation Alternative Two Traffic Conditions | |
|---|---|
| VMT | 364,264 |
| VHT | 11,265 |
| Avg. Speed (mph) | 32 |
| Weighted Avg. V/C | 0.767 |
| Links at LOS E or F | 80 |
| % of Links at LOS E or F | 11% |

**Table 15** includes a comparison of the Transportation Alternative Two to the Current Land Use Plan and Existing Traffic Conditions. The Existing Traffic Conditions show lower VMT, VHT, V/C and number of links at E or F than both the Current Land Use Plan and the Interim Land Use Plan with Transportation Alternative Two.

**TABLE 15 COMPARISON – EXISTING CONDITIONS - YEAR 2030 CURRENT LAND USE PLAN WITH COMMITTED ROADWAY NETWORK AND YEAR 2030 INTERIM LAND USE PLAN WITH TRANSPORTATION NETWORK ALTERNATIVE TWO**

| PM Peak Hour Data | Existing Traffic Conditions | Current Land Use Plan | Transportation Alternative Two |
|---|---|---|---|
| VMT | 243,454 | 367,290 | 364,264 |
| VHT | 5,804 | 11,329 | 11,265 |
| Avg. Speed | 42 | 32 | 32 |
| Weighted V/C | 0.598 | 0.898 | 0.767 |
| Links at LOS E or F | 19 | 104 | 80 |
| % of Links at LOS E or F | 3% | 14% | 11% |

### 3.2.4 *YEAR 2030 INTERIM PLAN LAND USE WITH TRANSPORTATION NETWORK ALTERNATIVE THREE*

Year 2030 Interim Land Use Plan with Transportation Alternative Three (Transportation Alternative Three) evaluated changes to Sepulveda Boulevard. Under Network Alternative Three, the following changes would occur:

- Evaluation of Sepulveda Boulevard from Blucher Avenue to San Fernando as a two-lane Major Highway Class II.

**Table 16** shows the Transportation Alternative Three arterial summary, which includes VMT, VHT and average speed. Roadway segments operating at LOS E or F (V/C of 0.91 or worse) were identified to ascertain the level of congestion expected in the future. A total of approximately 15 percent of Granada Hills-Knollwood roadways are forecast to operate at an LOS E and F (112 of 724 Links) in the Transportation Alternative Three scenario. The volume-weighted V/C ratio is 0.903, which indicates that on average, the streets in the Granada Hills-Knollwood Community Plan Area would utilize approximately 90.3 percent of roadway capacity in the PM peak hour. The V/C ratio is at LOS E, which indicates that overall operating conditions are less than desired. **Table A-6** in the Appendix shows the Transportation Alternative Three level of service for each arterial segment in the Granada Hills-Knollwood Community Plan Area.

### TABLE 16 YEAR 2030 INTERIM LAND USE PLAN WITH TRANSPORTATION NETWORK ALTERNATIVE THREE – ARTERIAL SUMMARY

| Transportation Alternative Three Traffic Conditions | |
|---|---|
| VMT | 368,256 |
| VHT | 11,065 |
| Avg. Speed (mph) | 33 |
| Weighted Avg. V/C | 0.903 |
| Links at LOS E or F | 112 |
| % of Links at LOS E or F | 15% |

**Table 17** includes a comparison of the Transportation Alternative Three to the Current Land Use Plan and Existing Traffic Conditions. The Existing Traffic Conditions show lower VMT, VHT, V/C and number of links at E or F than both the Current Land Use Plan and the Interim Land Use Plan with Transportation Alternative Three.

### TABLE 17 COMPARISON – EXISTING CONDITIONS - YEAR 2030 CURRENT LAND USE PLAN WITH COMMITTED ROADWAY NETWORK AND YEAR 2030 INTERIM LAND USE PLAN WITH TRANSPORTATION NETWORK ALTERNATIVE THREE

| PM Peak Hour Data | Existing Traffic Conditions | Current Land Use Plan | Transportation Alternative Three |
|---|---|---|---|
| VMT | 243,454 | 367,290 | 368,256 |
| VHT | 5,804 | 11,329 | 11,065 |
| Avg. Speed | 42 | 32 | 33 |
| Weighted V/C | 0.598 | 0.898 | 0.903 |
| Links at LOS E or F | 19 | 104 | 112 |
| % of Links at LOS E or F | 3% | 14% | 15% |

### 3.2.5 *YEAR 2030 INTERIM PLAN LAND USE WITH TRANSPORTATION NETWORK ALTERNATIVE FOUR*

Year 2030 Interim Land Use Plan with Transportation Alternative Four (Transportation Alternative Four) evaluated potential bicycle facility improvements. Under Network Alternative Four, the following changes were analyzed:

- Conversion of Sesnon Boulevard, between Aliso Canyon (western community plan boundary) and Balboa Boulevard from a Major Highway Class II to a Modified Major Highway Class II, with two lanes and the addition of bicycle lanes and equestrian trails.
- Conversion of San Fernando Mission Boulevard from the Aliso Canyon (western community plan boundary) to I-405 (eastern community plan boundary from a Secondary to a Modified Secondary with two lanes and bicycle lanes.

- Conversion of Devonshire Street from Aliso Canyon (western community plan boundary) to I-405 (eastern community plan boundary), from a Major Highway Class II to a Modified Major Highway Class II, with two lanes and bicycle lanes.
- Conversion of Louise Avenue from Rinaldi Street to Chatsworth Street from a Secondary to a Modified Secondary; with two lanes and bicycle lanes.
- Conversion of Balboa Boulevard from Lisette Street to Lassen Street from a Major Highway Class II to a Modified Major Highway Class II, with four lanes and bicycle lanes.

**Table 18** shows the Transportation Alternative Four arterial summary, which includes VMT, VHT and average speed. Roadway segments operating at LOS E or F (V/C of 0.91 or worse) were identified to ascertain the level of congestion expected in the future. A total of approximately 18 percent of Granada Hills-Knollwood roadways are forecast to operate at an LOS E and F (128 of 724 Links) in the Transportation Alternative Four scenario. The volume-weighted V/C ratio is 0.896, which indicates that on average, the streets in the Granada Hills-Knollwood Community Plan Area would utilize approximately 89.6 percent of roadway capacity in the PM peak hour. The V/C ratio is at LOS D, which indicates fair overall operating conditions. **Table A-6** in the Appendix shows the Transportation Alternative Four level of service for each arterial segment in the Granada Hills-Knollwood Community Plan Area.

### TABLE 18 YEAR 2030 INTERIM LAND USE PLAN WITH TRANSPORTATION NETWORK ALTERNATIVE FOUR – ARTERIAL SUMMARY

| Transportation Alternative Four Traffic Conditions | |
|---|---|
| VMT | 363,568 |
| VHT | 11,290 |
| Avg. Speed (mph) | 32 |
| Weighted Avg. V/C | 0.896 |
| Links at LOS E or F | 128 |
| % of Links at LOS E or F | 18% |

**Table 19** includes a comparison of the Transportation Alternative Four to the Current Land Use Plan and Existing Traffic Conditions. The Existing Traffic Conditions show lower VMT, VHT, V/C and number of links at E or F than both the Current Land Use Plan and the Interim Land Use Plan with Transportation Alternative Four.

**TABLE 19 COMPARISON – EXISTING CONDITIONS - YEAR 2030 CURRENT LAND USE PLAN WITH COMMITTED ROADWAY NETWORK AND YEAR 2030 INTERIM LAND USE PLAN WITH TRANSPORTATION NETWORK ALTERNATIVE FOUR**

| PM Peak Hour Data | Existing Traffic Conditions | Current Land Use Plan | Transportation Alternative Four |
|---|---|---|---|
| VMT | 243,454 | 367,290 | 363,568 |
| VHT | 5,804 | 11,329 | 11,290 |
| Avg. Speed | 42 | 32 | 32 |
| Weighted V/C | 0.598 | 0.898 | 0.896 |
| Links at LOS E or F | 19 | 104 | 128 |
| % of Links at LOS E or F | 3% | 14% | 18% |

### 3.2.6 *YEAR 2030 PREFERRED TRANSPORTATION ALTERNATIVE*

The Year 2030 Preferred Transportation Alternative (Preferred Alternative) includes the Year 2030 Proposed Land Use Plan, plus a combination of Transportation Alternatives One through Four. The preferred roadway network was selected based on land use objectives and analysis of peak hour roadway data. The Preferred Alternative will be carried forward to be assessed with the TIMP mitigations. Under the Preferred Alternative, the following changes were analyzed:

- Addition of angled parking along Chatsworth Street, from Zelzah Avenue to Amestoy Avenue.
- Incorporation of bicycle lanes along Sesnon Boulevard, from Balboa Boulevard to Bradford Place, and bicycle friendly street, from Bradford Place to Aliso Canyon (western community plan boundary). Addition of trails along Sesnon Boulevard, from Cascade Canyon to Aliso Canyon.
- Incorporation of bicycle lanes along San Fernando Mission Boulevard, from I-405 to Louise Avenue, and a bicycle friendly street, from Louise Avenue to Aliso Canyon.
- Incorporation of bicycle lanes along Devonshire Street, from Aliso Canyon to I-405 (eastern community plan boundary).
- Incorporation of bicycle lanes along Balboa Boulevard, from San Fernando Road to Lassen Street.
- Implementation of the adopted City Bicycle Plan, which includes new categories of bikeways, including “Bicycle Friendly Streets”.
- Implementation of the Granada Hills-Knollwood Trail System.

**Table 20** shows the Preferred Alternative arterial summary, which includes VMT, VHT and average speed. Roadway segments operating at LOS E or F (V/C of 0.91 or worse) were identified to ascertain the level of congestion expected in the future. A total of approximately

20 percent of Granada Hills-Knollwood roadways are forecast to operate at an LOS E and F (144 of 724 Links) in the Preferred Alternative scenario. The volume-weighted V/C ratio is 0.952, which indicates that on average, the streets in the Granada Hills-Knollwood Community Plan Area would utilize approximately 95.2 percent of roadway capacity in the PM peak hour. The V/C ratio is at LOS E, which indicates that overall, operating conditions are less than desired. However, the roadway alternatives selected for the Preferred Alternative scenario provide additional amenities for pedestrians and bicyclists in the Community Plan Area. **Table A-8** in the Appendix shows the Preferred Alternative level of service for each arterial segment in the Granada Hills-Knollwood Community Plan Area.

### TABLE 20 YEAR 2030 PREFERRED TRANSPORTATION ALTERNATIVE – ARTERIAL SUMMARY

| Preferred Alternative Traffic Conditions | |
|---|---|
| VMT | 368,535 |
| VHT | 11,386 |
| Avg. Speed (mph) | 32 |
| Weighted Avg. V/C | 0.952 |
| Links at LOS E or F | 144 |
| % of Links at LOS E or F | 20% |

**Table 21** includes a comparison of the Preferred Alternative to the Current Land Use Plan and Existing Traffic Conditions. The Preferred Alternative has slightly lower VMT and VHT and V/C than the Current Land Use Plan, and forty additional links that operate at LOS E or F. Both the Current Land Use Plan and the Preferred Alternative have higher VMT, VHT, V/C and number of links at LOS E or F than the Existing Traffic Conditions.

### TABLE 21 COMPARISON – EXISTING TRAFFIC CONDITIONS – YEAR 2030 CURRENT LAND USE PLAN WITH COMMITTED NETWORK AND YEAR 2030 PREFERRED TRANSPORTATION ALTERNATIVE

| PM Peak Hour Data | Existing Traffic Conditions | Current Land Use Plan | Preferred Alternative |
|---|---|---|---|
| VMT | 243,454 | 367,290 | 368,535 |
| VHT | 5,804 | 11,329 | 11,386 |
| Avg. Speed | 42 | 32 | 32 |
| Weighted V/C | 0.598 | 0.898 | 0.952 |
| Links at LOS E or F | 19 | 104 | 144 |
| % of Links at LOS E or F | 3% | 14% | 20% |

### 3.2.7 *CONCLUSIONS ABOUT 2030 FUTURE ALTERNATIVES*

The Proposed Land Use Plan causes little change to transportation conditions in the Granada Hills-Knollwood Community Plan Area as compared to the Current Land Use Plan. All 2030 analyses showed higher VMT, VHT, V/C and number or links at E or F than the Existing Traffic

Conditions. The roadway link level of service analysis and aggregate statistics, such as vehicle miles of travel (VMT) show little change with the Proposed Land Use Plan, and the alternatives show little overall change. With the relatively limited number of opportunities to provide additional roadway capacity in Granada Hills-Knollwood through the addition of travel lanes, the number of the arterial roadway segments projected to be at capacity in 2030 are very similar among the alternatives that were analyzed.

A summary of the roadway link levels of service and aggregate statistics are shown in **Table 22**. The Preferred Alternative generally shows the lowest VMT and VHT of the modeled alternatives, but the average V/C is slightly higher than some of the alternatives.

**TABLE 22 SUMMARY – ALL ALTERNATIVE STATISTICS**

| Scenario | VMT | VHT | Avg. Speed | Weighted V/C | Links at LOS E or F | % of Links at LOS E or F |
|---|---|---|---|---|---|---|
| Existing Traffic Conditions | 243,454 | 5,804 | 42 | 0.598 | 19 | 3% |
| Current Land Use Plan | 367,290 | 11,329 | 32 | 0.898 | 104 | 14% |
| Proposed Land Use Plan | 371,390 | 12,264 | 30 | 0.948 | 114 | 16% |
| Transportation Alternative One* | 360,143 | 10,143 | 36 | 0.853 | 106 | 15% |
| Transportation Alternative Two * | 364,264 | 11,265 | 32 | 0.767 | 80 | 11% |
| Transportation Alternative Three * | 368,256 | 11,065 | 33 | 0.903 | 112 | 15% |
| Transportation Alternative Four * | 363,568 | 11,290 | 32 | 0.896 | 128 | 18% |
| Preferred Alternative | 368,535 | 11,386 | 32 | 0.952 | 144 | 20% |

* Alternative uses an interim land use plan; therefore the statistics should only be compared to each other, not the Current or Proposed Land Use Plans.

# 4.0 PROPOSED TRANSPORTATION IMPROVEMENT AND MITIGATION PROGRAM – PROPOSED GRANADA HILLS-KNOLLWOOD COMMUNITY PLAN

This chapter summarizes the long-term regional transportation improvement plans in the area, followed by the key elements of the proposed Granada Hills-Knollwood Community Plan Transportation Improvement and Mitigation Program (TIMP).

## 4.1 REGIONAL IMPROVEMENT PLANS

A number of regional improvement plans affect transportation in the Granada Hills-Knollwood area, including the Los Angeles County Congestion Management Program (CMP) and the 2009 Long-Range Transportation Plan (LRTP) prepared by the Los Angeles County Metropolitan Transportation Authority (Metro), and the 2008 Regional Transportation Plan Update (RTP), "Making the Connections" prepared by the Southern California Association of Governments (SCAG).

- The Los Angeles County CMP is a state mandated program that is the monitoring and analytical basis for transportation funding decisions made through the State Transportation Improvement Program (STIP) process. The LRTP is a strategic document that serves as a framework for meeting current and projected mobility needs for Los Angeles County. The Plan recommends highway, bus, rail and demand management improvements, and identifies funding sources and implementation schedules over the 20-year period.

- The 2009 LRTP also includes funding for general categories of improvements, such as Arterial Improvements, Non-motorized Transportation, Rideshare and Other Incentive Programs, Park-and-Ride Lot Expansion, and Intelligent Transportation System (ITS) improvements for which Call For Project Applications can be submitted for projects in the Plan area.

- The 2008 Regional Transportation Plan (RTP) was approved in May 2008 by the Southern California Association of Governments (SCAG). The RTP is a planning document that serves as the Regional Transportation Plan required under State and Federal statute. The RTP forecasts long-term transportation demands, and identifies policies, actions, and funding sources to accommodate those demands. The RTP identifies the construction of new transportation facilities; as well as transportation systems management (TSM), transportation demand management (TDM), and land use strategies.

The RTP is financially constrained, and must demonstrate that all projects in the constrained plan have adequate funding. The RTP consists of:

  - The Regional Transportation Improvement Program (RTIP) which represents the first six years of already-committed funding for projects.
  - The Financially Constrained RTP, which includes all projects that can be reasonably funded within the planning horizon of the RTP, along with the RTIP projects.
  - The Strategic Plan which represents projects of merit that do not currently have sufficient funding, and should be considered for funding in the future.

- The RTP includes the following projects in the Granada Hills-Knollwood Community Plan Area:

  - I-5/SR 14 Interchange and direct connect HOV connectors
  - San Fernando Road Metrolink Bike Path - provides amenities for vehicular traffic, pedestrian and bicycles from Astoria Street to Sayre Street
  - Add HOV lanes to I-5 Freeway between SR-14 and SR-118

- There are many regional policies in the RTP related to integrated transportation and land use planning for reducing transportation system demands and encouraging alternative modes of transportation that are supported by Granada Hills-Knollwood Community Plan TIMP policies. These include:

  - Identify regional strategic areas for infill and investment
  - Structure the plan on a three-tiered system of centers development related to existing, planned and potential transportation infrastructure
  - Develop “complete communities” with mixed use districts
  - Develop nodes on corridors
  - Plan for additional housing and jobs near transit
  - Plan for changing demands in types of housing
  - Continue to protect stable existing single family areas
  - Ensure adequate access to open space and habitat preservation
  - Incorporate local input and feedback on future growth
  - Promote land use patterns supportive of goods movement and logistics industries

## 4.2 PROPOSED TRANSPORTATION IMPROVEMENT AND MITIGATION PROGRAM (TIMP)

California has passed laws addressing climate change. AB 32 and SB 375 must be adhered to when developing a local community plan. AB 32 requires a reduction in Green House Gas Emissions, while SB 375 relates climate change standards outlined in AB 32 to land use plans

and must be adhered to when implementing the Granada Hills-Knollwood Community Plan. SB 375 requires that metropolitan planning organizations (MPOs) include sustainable communities' strategies (SCS), as defined in their regional transportation plans (RTPs) for the purpose of reducing greenhouse gas emissions; aligning planning for transportation and housing; and creating specified incentives for the implementation of the strategies. The Granada Hills-Knollwood Community Plan is a local community plan that must be consistent with the Citywide transportation policies. The Granada Hills-Knollwood Community Plan TIMP includes policies and programs that will further the goals of these two legislative initiatives.

The proposed Granada Hills-Knollwood Community Plan Transportation Improvement and Mitigation Program consists of the following elements:

- Transportation System Management (TSM) Strategies
- Transit Improvements
- Non-Motorized Transportation
- Transportation Demand Management (TDM) Strategies
- Capital Improvements
- Neighborhood Traffic Management Plans
- Parking Policies

### 4.2.1 *Transportation Systems Management Strategies*

Transportation Systems Management Strategies are strategies to increase the efficiency of existing transportation infrastructure through traffic engineering and traffic operation control, by monitoring and synchronizing traffic signals, imposing peak period parking restrictions, making improvements to intersections and other measures. The following are TSM strategies that could be used in the Granada Hills-Knollwood Community Plan Area:

- Install Automated Traffic Surveillance and Control (ATSAC) at all newly signalized intersections. Upgrade equipment and strategies as new technologies evolve.
- Implement or enhance "Smart Corridors" to coordinate Caltrans' freeway traffic management system with the ATSAC/ATCS highway and street traffic signal management system to enhance incident management and motorist information and reduce traffic delays. This would coordinate signals between Caltrans and LADOT jurisdictions.
- Improve the enforcement of all parking restrictions in Granada Hills-Knollwood including tow away response.
- Identify and implement intersection improvements, including channelization, turn lanes, signal modifications, and turn restrictions on all Major Class II and Secondary Highways, and along some Collector streets, throughout the Granada Hills-Knollwood Community Plan Area.
- Support the installation of a Citywide Traveler Information System to alert motorists to impending street closures and other events which block traffic.

The major components of Transportation Systems Management (TSM) strategies are summarized and discussed in this section. In the previous sections it has been shown that increases in congestion are projected to occur throughout the Community Plan when compared to 2005 conditions. From a practical or financial standpoint, there is limited opportunity to widen streets to resolve the congestion problem, except, perhaps, at isolated intersections when the adjacent properties redevelop. Roadway widening resulting in narrowed sidewalks and/or parkways, would also be counter-productive to the goal of enhancing the pedestrian environment. As a result, many of the improvements included in the Granada Hills-Knollwood Community Plan TIMP utilize transportation system management strategies. These include the following:

- Signalization Improvements - The City of Los Angeles is implementing the second phase of the Automated Traffic Surveillance and Control (ATSAC) signal system. The ATSAC system applies smart corridor technology to traffic signal controls through a series of signal timing enhancements that are designed to manage and minimize congestion at intersections. Phase II of this system is called Adaptive Traffic Control System (ATCS). This system takes the smart corridor technology to a higher level, whereby the traffic signals along an entire street or corridor are optimized to balance traffic demand by direction. The full implementation of ATSAC and ATCS will have significant benefits in the Granada Hills-Knollwood Community Plan through the reduction of congestion. Studies have shown increases in the capacities of roadways by approximately seven percent upon integration of signal systems with ATSAC and an additional three percent with ATCS. These gains appear in the form of less congestion, and fewer delays and stops at intersections. Traffic flow is improved and in addition, system operations, monitoring and control are significantly enhanced. This system is currently under construction in Granada Hills-Knollwood, and should be fully operational in 2030.

- Parking Restrictions - It is common in many parts of the City of Los Angeles for Major and Secondary Highways to provide additional capacity in the peak periods by converting the curb lane to a travel lane and prohibiting parking. As other traffic congested areas with on-street parking are identified, these may also be studied for peak period parking restrictions.

- Left Turn Lanes or Turn Prohibitions at Intersections – There are many locations throughout Granada Hills-Knollwood where left turns are made from a shared through-left turn lane. This often causes the through traffic lane to be blocked as left-turning vehicles wait for a gap in the opposing traffic, thereby significantly reducing the capacity of the street. Most noticeably, this occurs at unsignalized intersections. The provision of exclusive left turn lanes through the removal of some on-street parking and re-striping the intersection approaches with left turn lanes within the existing curb-to-curb width is one opportunity to increase the through capacity of such streets. An alternative approach to increasing capacity of such corridors without roadway widening is to

prohibit left turns from a shared through/left-turn lane during peak periods, which may be desirable along heavily traveled roadways.

### 4.2.2 *TRANSIT IMPROVEMENTS*

The Los Angeles Citywide General Plan Framework Transportation Improvement and Mitigation Program contain seven transit recommendations:

1. Collaborate with other local, regional, state and federal agencies to expand Citywide bus service miles by five percent per year to support significant increases in transit ridership.

2. Increase transit service along high demand routes and corridors in transit dependent areas to reduce bus overcrowding.

3. Provide additional express and local bus service along major transit corridors to augment future rail service and reduce congestion along congested corridors.

4. Provide shuttles and other services that increase access to and within centers, districts, and mixed-use boulevards to encourage growth and to mitigate traffic impacts of that growth.

5. Increase accessibility in areas with high transit dependence, reduce the unit cost of service delivery, and create entrepreneurial opportunities, by developing alternative community based services, expanding existing community based services, and participating in demonstration projects.

6. Seek maximum opportunities for entrepreneurial services and other private sector initiatives through such strategies as demonstration programs and financial incentives.

7. Implement one supplemental program per year to provide transit between depressed residential areas and work opportunities.

Some of the strategies mentioned above, such as the first recommendation, are regional in scope and cannot be implemented in just one planning area such as Granada Hills-Knollwood. However, given the nature of the Granada Hills-Knollwood Community Plan Area, improvements to the transit system in this area may result in additional accessibility to all other areas of the City. Continued support of connections to and from the Metrolink Station provides additional transit access to areas within the Granada Hills-Knollwood Community Plan Area. The second and third recommendations, dealing with high-demand corridors are also regional in nature but have been included in the Metro's countywide plan and in the Regional Transportation Plan.

*PUBLIC TRANSPORTATION*

Improvement of the public transportation system to meet future increases in trip demand in the Granada Hills-Knollwood area due to use of the private automobile should be considered. Both peak hour commuter and local community service could be improved.

The following improvements should be encouraged during the next five years:

1. *Metrolink Station* – Encourage additional transit linkages and amenities near the Sylmar Metrolink Station. As a transit hub, the Station has many opportunities to provide alternatives to the automobile, especially for Granada Hills-Knollwood residents.

2. *Carpools* - Computerized data systems for forming carpools need to be expanded and improved. Employers should encourage, where possible, use of carpools through incentives such as preferential parking.

3. *Staggered Work Hours* - Work hours need to be staggered where feasible in order to spread peak hour traffic, reduce congestion, and allow more efficient use of both buses and the street system.

4. *Bus System* - More buses are needed for both express and local service. More frequent service and additional routes are necessary. Specialized service such as expanded Metro Rapid and Metro Express bus systems, minibuses and demand response (dial-a-ride) may be appropriate in some areas.

5. *Preferential Bus/Carpool Lanes* – Investigate the potential to develop preferential and/or exclusive lanes on appropriate surface streets and freeways to facilitate the movement of buses and carpools.

6. *Street Improvements* - Jog eliminations, street widening, bus bays or turnouts and improved traffic signal systems could facilitate the movement of buses and carpools.

*TRANSIT PRIORITY*

Currently, in the Granada Hills-Knollwood Community Plan Area, Balboa Boulevard is designated as a transit priority street. Transit priority streets generally serve regional centers, major economic activity areas and rail stations and are developed to enhance the speed, quality and safety of transit service. In order to promote transit usage by commuters who currently drive, transit should be made more competitive, convenient and reliable by linking urban form and transit opportunities. Priority should be given to:

- Reduce the overall travel time (total of actual travel and waiting time)
- Maintain transit fares low enough to capture some auto drivers
- Improve adherence to schedules

Below are examples of possible strategies that would help to achieve the above-identified goals:

- Signal coordination, upgrade or replacement to enhance overall traffic flow
- Public transit signal priority to increase bus travel speeds and lower transit times
- Improve street signage and striping placement

These strategies can be most effectively realized when transit facilities are given priority in land use planning and urban form development. Within pedestrian oriented areas, an emphasis is placed more on the movement of people than automobiles. For example, transit priority roadways would be established on those routes that have three or more bus lines having a 10-minute or shorter headway in the PM peak period. These roads not only carry higher volumes of transit activity but also carry the largest volumes of commute period bus riders, whose destinations include the residential portions and community activity centers within the Granada Hills-Knollwood Community Plan Area.

*TRANSIT CONNECTIVITY*

In order to improve transit connectivity in the Granada Hills-Knollwood Area, policies must be implemented that provide adequate pedestrian and bicycle facilities as well as multi-modal transit centers. This will maximize potential ridership and ease the transfer process from one mode to another. The following policies contribute to increasing transit connectivity:

- Improve the safety, ease and convenience of using transit by making improvement to transit waiting areas, including lighting, shelters, benches and adequately sized waiting areas.
- Recommend that development projects provide transit amenities such as shade trees, bus shelters, bicycle racks or lockers and stamped crosswalks located at intersections served by different transit modes, or intersections Metro identifies as major transfer nodes.
- Consider the provision of transit amenities as a traffic mitigation measure in discretionary projects.
- Support Metro's plan to construct multi-modal transit centers at locations served by various types of transit.
- Encourage large commercial, residential and mixed-use projects to include on-demand shuttle services to major transit stations and major activity centers or destinations in and around Granada Hills-Knollwood.
- Encourage developments to offer monthly transit commuters discounts on transit passes.

- Support the location of taxi layover and pick up zones near transit stations and major pedestrian destinations.
- Support the implementation of bike-transit centers (similar to the Long Beach Bike Station) to provide commuters a place to store their bicycles and obtain bicycle repairs, accessories, and drinking water.
- Improve on-street bicycle access to bicycle commuter facilities at Metro bus stops.
- Expand LADOT City Ride program.
- Expand shuttle routes to supplement other paratransit services.
- Provide vehicle ingress and egress to project sites that minimize interference with bus traffic.
- Minimize driveways along streets served by articulated buses.
- Support increased bus service along high demand routes
- Periodically review DASH routes to ensure maximum ridership.
- Support development of coordinated intermodal public transit plans to implement future public transit services.
- Provide enhanced amenities at major transit stops, including widened sidewalks, when possible, pedestrian waiting areas, transit shelters, enhanced lighting, improved crosswalks, information kiosks, and advanced fare collection mechanisms.

### 4.2.3 *Non-Motorized Transportation Policies*

*Bicycle Policies*

The Los Angeles City Council approved the 2010 Bicycle Plan. The Plan represents a new commitment by Los Angeles to complete streets, and recognizes that the roadway system needs to accommodate modes of travel other than motorized vehicles. The proposed Granada Hills-Knollwood TIMP provides focus for bicyclists at the community level. Several Bicycle Priority streets are currently identified within the Community Plan Area:

- Sesnon Boulevard
- San Fernando Mission Boulevard
- Devonshire Street
- Woodley Avenue.

The purpose of developing bicycle policies for Granada Hills-Knollwood is to enhance the safety of and convenience for bicyclists during their trips as well as provide them with facilities to store their bicycles when they reach their desired destination. The safety of other transit modes must also be taken in consideration when developing a comprehensive bicycle policy. The following set of recommendations addresses these concerns:

- Add neighborhood linkages to the Citywide and neighborhood bicycle networks.
- Increase the number of Bicycle Lanes and/or improve the quality of the street right of way for bicyclists.

- Increase the supply of quality bicycle parking in City facilities, and develop citywide bicycle parking standards.
- Build a system of safe, convenient and attractive Bikeways to promote bicycling as an option.
- Promote bikeway connectivity to connect residential neighborhoods to schools, open space areas, employment centers and other community-serving uses.
- Implement the Los Angeles Bicycle Plan
- The proposed Plan with Preferred TIMP Alternative include:
  - **Bicycle Lanes –**
  - Sesnon Boulevard from western community plan boundary to Balboa Boulevard.
  - San Fernando Mission Boulevard from Louise Avenue to eastern community plan boundary.
  - Devonshire Street western community plan boundary to eastern community plan boundary.
  - Balboa Boulevard from Lisette Street to Lassen Street.
  - **Bicycle Routes -**
  - Chatsworth Street from the Western Community Plan boundary to the Eastern Community Plan boundary – Future Bicycle Route
  - **Bicycle Friendly Streets -**
  - Lindley Avenue from San Fernando Mission Road to the Southern Community Plan boundary – Bicycle-Friendly Street
  - White Oak Avenue from San Fernando Mission Boulevard to the Southern Community Plan boundary – Bicycle-Friendly Street
  - Louise Avenue from Index Street to Chatsworth Street – Bicycle-Friendly Street
  - Shoshone Avenue from Nugent Drive to Rinaldi Street – Bicycle-Friendly Street
  - Nugent Drive from Shoshone Avenue to Bradford Place – Bicycle-Friendly Street
  - Bradford Place from Cascade Canyon Drive to Signature Drive – Bicycle-Friendly Street
  - Signature Drive from Bradford Place to El Oro Way – Bicycle-Friendly Street
  - El Oro Way from Signature Drive to Midwood Drive – Bicycle-Friendly Street
  - Midwood Drive from El Oro Way to Balboa Boulevard – Bicycle-Friendly Street
  - Cascade Canyon Drive from Sesnon Boulevard to Bradford Place – Bicycle-Friendly Street
  - Sesnon Boulevard from 773 feet west of Longacre Avenue to Cascade Canyon Drive – Bicycle-Friendly Street
  - Woodley Avenue from Balboa Boulevard to Rinaldi Street – Bicycle-Friendly Street
  - San Fernando Mission Boulevard from Lindley Avenue to Louise Avenue – Bicycle-Friendly Street
  - Mayall Street from the Western Community Plan boundary to the Eastern Community Plan boundary – Bicycle-Friendly Street

- Recommended bicycle facilities identified in the adopted City Bicycle Plan requiring further studies include:

- **Bicycle Paths**
- Zelzah-Woodley Powerline Path from 1277 feet west of Zelzah Avenue to Woodley Avenue – Future Bicycle Path
- Aliso Creek Canyon from South Community Plan boundary to SR-118 – Future Bicycle Path
- **Bicycle Lanes**
- White Oak Avenue from Rinaldi Street to San Fernando Mission Boulevard – Future Bicycle Lane
- Louise Avenue from Rinaldi Street to Index Street – Future Bicycle Lane
- Balboa Boulevard from Woodley Avenue to the Southern Community Plan boundary – Future Bicycle Lane
- Balboa Boulevard from Woodley Avenue to 940 feet south of San Fernando Road – Existing Bicycle Lane
- Balboa Boulevard from 940 feet south of San Fernando Road to San Fernando Road – Future Bicycle Lane
- San Fernando Road from Northern Community Plan boundary to Eastern Community Plan Boundary – Future Bicycle Lane
- Devonshire Street from Hayvenhurst Avenue to Haskell Avenue – Existing Bicycle Lane
- Rinaldi Street from the Western Community Plan Boundary to the Eastern Community Plan boundary – Existing Bicycle Lane

- Provide the following amenities: expanded Bicycle Lanes and Bicycle-Friendly Streets Share the Road bicycle icons; bicycle friendly drainage ditches; directional/way finding signage; and bicycle push buttons or bicycle signals; bicycle loop detectors.
- Place bicycle facilities in new non-residential developments.
- Enforce LAMC 12.21-A16; which requires bicycle storage areas in all new non-residential developments and public spaces.
- Promote bicycle safety.
- Coordinate with Metro and LADOT to secure funding for bikeway maintenance and bicycle safety education.

*PEDESTRIAN POLICIES*

Enhancing walkability is a key concern to Granada Hills-Knollwood area residents. Providing features that allow a pedestrian to have a sense of safety and comfort is the most effective way to increase the area's walkability. The following policies can enhance walkability:

- Improve sidewalks, streets, street walls and alleys to encourage walking.
- Construct sidewalks in areas where gaps exist.
- Allow variation from street standards at intersections to allow wider sidewalks
- Implement street re-designation recommendations to widen sidewalks where possible.

- Use building materials and design features that create a feeling of safety and comfort for pedestrians: permeable pavement, street benches, shrubs, trees for shading, public art, and appropriate lighting.
- Provide clean and safe sidewalks (maintenance).
- For streets with high volumes of pedestrian traffic the following should addressed:
    - Building frontages
    - Building signage and lighting
    - Sidewalk treatments
    - Crosswalk and street crossing
    - On-street parking
    - Off-street parking near driveways
    - On-site landscaping
- Coordinate with Bureau of Engineering to facilitate sidewalk dining permits.
- Maintain Granada Hills-Knollwood's existing public rights of way including streets and walk ways for public use.
- Preserve or maintain existing alleys at the rear of lots that front major or secondary highways
- Prohibit curb-cuts on streets with a high volume of pedestrian traffic when alternative access exists.
- Support alternative crossing systems such as diagonal crossing to expedite pedestrian crossing at intersections that have high levels of pedestrian traffic.
- Pursue funding sources to provide pedestrian amenities in Granada Hills-Knollwood.
- Support Safe Routes to School program implementation.
- Support the use of a traffic impact fee, tax increment monies, grant money, bonds and other financing measures, for pedestrian amenities in Granada Hills-Knollwood.
- Consider the effects of traffic mitigation measures on pedestrians in order to avoid adverse impacts on high volume pedestrian locations.

*PEDESTRIAN-ORIENTED AREAS*

Pedestrian-priority areas or street segments are those areas or facilities where pedestrians and their treatment are the priority. Typically, these streets can serve as open space in both the daytime and nighttime, and are served by buildings with ground floor retail and services and sidewalks that are wide, lined with open canopied street trees and have pedestrian scale lighting. Pedestrian Priority Streets are described in the Transportation Element as streets that make pedestrians a priority by allowing for wider sidewalks (15 to 17 feet), curb side parking, wide crosswalks and signals that allow longer crossing times for pedestrians. Currently, Chatsworth Street from Zelzah Avenue to Andasol Avenue is designated as a Pedestrian Priority Street.

### 4.2.4 *TRANSPORTATION DEMAND MANAGEMENT STRATEGIES*

Transportation Demand Management (TDM) is the application of strategies and policies to reduce travel demand (specifically that of single-occupancy private vehicles), or to redistribute this demand in space or in time. Increasingly, there is recognition of the value of using TDM to solve local traffic and mobility problems. In many areas of the City of Los Angeles, it is no longer feasible to widen roadways or intersections to provide increased capacity for accommodating growth. Recent State of California legislation regarding Greenhouse Gas reduction (AB 32 and SB 375) and similar efforts nationwide to reduce vehicle miles travelled also emphasize reducing travel rather than accommodating more vehicle trips. TDM can be highly cost effective in reducing trips if: (1) there is a specific problem to be solved, (2) participants are motivated to solve the problem, and (3) there is support to affect change.

Significant trip reductions (as compared to existing trip making) have been achieved at individual sites and mixed use sites when these conditions have existed. Transit-friendly site design elements and car- and vanpool parking spaces, when included as a condition of development approval can help achieve reductions in trip generation. TDM requirements affecting property owners and developers that are implemented as part of city policy through Trip Reduction Ordinances (TRO), the Transportation Element, the Congestion Management Plan, and specific plans provide tools to mitigate the effect of traffic generated by new developments.

Transportation Demand Management plans have also been accepted by the City's Department of Transportation as part of the environmental review process and mitigation for recent developments in Los Angeles. This is in recognition of the fact that in many areas it is not feasible to continue to widen streets or add capacity to accommodate growth due to right of way constraints as well as secondary impacts of roadway expansion.

Other public policy issues to be considered in crafting a TDM program for the proposed Granada Hills-Knollwood Community Plan TIMP include:

- Recognition of the dynamics between land use and travel demand in local land use planning. Effective land use policies can help the area's economy by ensuring convenient access and high levels of mobility safeguarding environmental quality; and
- Creating a tangible return on investments in public services and infrastructure for those asked to provide financial support for TDM programs;
- A reluctance of the government agencies to add regulatory burdens that affect the region's economy;
- Inability to add capacity due to right of way constraints or secondary environmental impacts, in many areas of the City of Los Angeles; and
- Growing importance of trip reduction in supporting sustainable development patterns and reduction in Greenhouse Gases.

*INSTITUTIONAL COORDINATION*

There are many organizations involved in the planning, funding and delivery of trip reduction programs including the Southern California Association of Governments (SCAG), the Los Angeles County Metropolitan Transportation Authority (Metro), various Transportation Management Associations (TMA), and local cities. Key institutional issues affecting the planning for and delivery of TDM actions in the Granada Hills-Knollwood Community Plan Area include:

- The Los Angeles County Metropolitan Transportation Authority (Metro) supports the development, funding, and delivery of TDM activities in Los Angeles County. It oversees the County's Congestion Management Program including the TDM element requiring each jurisdiction to have a TDM ordinance to reduce vehicle trips at work sites with a particular emphasis on managing trip making at sites being developed. Metro distributes funds for TDM projects biennially on a competitive basis. A review of prior TDM projects must be conducted to determine their effectiveness in order to guide future investments.
- Local cities and developers also have taken responsibility for delivering TDM services often through Transportation Management Associations. Communities and major development areas with TMAs will be better prepared to respond to specific local needs. SCAG will be looking to deliver their rideshare services through TMAs. City or developer sponsored TMAs should be considered where the amount and type of development would warrant such a program. Generally, this would include a significant amount of office, retail and/or other commercial land uses clustered in a specific project area.

*TECHNOLOGY*

Information technology is being embraced as a means for removing the need to travel, opening up opportunities that improve productivity at work, and increasing telecommuting and working at home. In regard to TDM, the use of technology has been demonstrated in:

- The development of real time ride-matching capabilities along with use of mapping.
- Use of computerized transportation information displays.
- The growing incidence of work occurring away from an office including at home on a part-time basis, and home-based businesses.
- In-vehicle navigation systems including vehicle tracking and dispatching systems.
- Availability of, and improvement of, traffic condition reports, including 511 systems.
- Better "real-time" information for transit riders including bus/train arrival times.
- The use of communication technology as a substitute for trip making.
- Use of car sharing systems.

TDM programs need to consider how technology can improve operations, customer access and convenience for people working outside of the standard workplace.

*CITYWIDE POLICY CONTEXT*

GENERAL PLAN TRANSPORTATION ELEMENT

The Transportation Element of the General Plan establishes a citywide strategy to achieve long-term mobility and accessibility within the City of Los Angeles. With respect to Transportation Demand Management, it includes Goals, Objectives and Policies that guide demand management in the city. The goals and objectives related to reducing trips through programs and policies are summarized below. Recommendations for TDM measures in the Granada Hills-Knollwood Community Plan should be consistent with adopted City policies listed below.

**GOAL A**

Adequate accessibility to work opportunities and essential services, and acceptable levels of mobility for all those who live, work, travel, or move goods in Los Angeles.

**Objective 1**

Expand neighborhood transportation services and programs to enhance neighborhood accessibility.

**Objective 2**

Mitigate the impacts of traffic growth, reduce congestion, and improve air quality by implementing a comprehensive program of multimodal strategies that encompass physical and operational improvements as well as demand management.

**Objective 3**

Support development in regional centers, community centers, major economic activity areas and along mixed-use boulevards as designated in the Community Plans.

**Objective 4**

Preserve the existing character of lower density residential areas and maintain pedestrian-oriented environments where appropriate

**Objective 5**

Incorporate available local, state, and federal funding opportunities to provide sufficient financing for transportation improvements and programs.

**Objective 6**

Provide an ongoing evaluation of transportation programs to determine whether the goals and objectives of the Citywide General Plan Framework and this element are being met, or if these goals and objectives should be modified to reflect changing circumstances.

### CITY OF LOS ANGELES MUNICIPAL CODE

Los Angeles City Municipal Code section 12.26. contains required Transportation Demand Management and Trip Reduction measures as described in the following paragraphs. Within the City's municipal code, Transportation Demand Management (TDM) is defined as the alteration of travel behavior through programs of incentives, services, and policies, including encouraging the use of alternatives to single-occupant vehicles such as public transit, cycling, walking, carpooling/vanpooling and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks). Trip Reduction is defined as reduction in the number of work-related trips made by single-occupant vehicles. Specific requirements for developments of various sizes are summarized from the code below.

- Development in excess of 25,000 square feet of gross floor area shall provide a bulletin board, display case, or kiosk (displaying transportation information) where the greatest number of employees are likely to see it. The transportation information displayed should include, but is not limited to current routes and schedules for public transit serving the site; telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operations; ridesharing promotion material supplied by commuter-oriented organizations; regional/local Bicycle Route and facility information; and a listing of on-site services or facilities that are available for carpoolers, vanpoolers, bicyclists, and transit riders.
- Development in excess of 50,000 square feet of gross floor area shall provide the above plus: (1) designated parking areas for employee carpools and vanpools as close as practical to the main pedestrian entrance(s) of the building(s); (2) one permanent, clearly identified (signed and striped) carpool/vanpool parking space for the first 50,000 to 100,000 square feet of gross floor area and one additional permanent, clearly identified (signed and striped) carpool/vanpool parking space for any development over 100,000 square feet of gross floor area; and (3) parking spaces clearly identified (signed and striped) shall be provided in the designated carpool/vanpool parking area at any time during the building's occupancy sufficient to meet employee demand for such spaces. Absent such demand, parking spaces within the designated carpool/vanpool parking area may be used by other vehicles and other amenities.
- Development in excess of 100,000 square feet of gross floor area shall provide the above plus: (1) a safe and convenient area in which carpool/vanpool vehicles may load and unload passengers other than in their assigned parking area; (2) sidewalks or other designated pathways following direct and safe routes from the external pedestrian

circulation system to each building in the development; (3) possible bus stop improvements; and (4) safe and convenient access from the external circulation system to bicycle parking facilities on-site.

### Additional Specific TDM Strategies for the Granada Hills-Knollwood Community Plan Area

Additional specific TDM strategies may be appropriate based on the type of development patterns that evolve over time. Major considerations include the size of expected development projects, the land use density, the mix of uses and proximity to transit services. More dense projects with a mix of uses will support successful TDM programs more readily than smaller single use developments. Recommendations for TDM measures to be considered in the Granada Hills-Knollwood Community Plan Area, that may extend beyond the City municipal code requirements, will be based on:

- The area's employment, residential, travel, and demographic characteristics;
- Existing Community TDM-related transportation services and facilities;
- City of Los Angeles TDM policies and practices (e.g., requirement for TDM Plan for new developments, TDM Ordinance, and bicycle parking requirements);
- Implementation of projects and improvements that have been endorsed and/or improved (e.g., Citywide Bicycle Plan); and
- Available transit services within and near the community plan area.

Additional TDM strategies and measures recommended for the Granada Hills-Knollwood Community Plan Area may include:

- Support the creation of Transportation Management Associations (TMA) where there is the appropriate type of larger mixed use developments and in downtown Granada Hills-Knollwood.
- Support the provision of cash incentives for persons to find alternatives to the solo driver commute to work.
- Promote the use of shared cars as a stand-alone mobility option or as part of a multimodal trip chain.
- Promote the offer of merchant incentives to customers for using transit.
- Maintain existing shuttle services and develop expanded shuttle services, focused on access to major transit hubs and corridors.
- Encourage large residential, commercial, industrial, and mixed-use projects to provide shuttle services for tenants or employees to Metro and other transit hubs.
- Develop a financing mechanism to fund transportation programs that offer alternatives to the solo driver.

- Promote TDM Plans for individual developments where applicable and where needed to mitigate congestion impacts that cannot be mitigated by additional roadway system capacity. These plans could establish vehicle trip caps, a program for monitoring vehicle trips, and a system of incentives and penalties for meeting vehicle trip goals. TDM plans can be used a part of the mitigation package within traffic studies and environmental documents.
- Adopt a strategy for project-related vehicle trips to be mitigated through bicycle plan projects and/or programs.
- Encourage employers to adopt telecommuting policies and incentives for transit use.
- Support the dedication of on-street parking for shared cars in locations with high demand for shared cars.
- Encourage non-residential developments to provide employees with the option of flexible work schedules and onsite telecommuting facilities to minimize peak hour traffic congestion.
- For certain residential projects, designate a Transportation Coordinator to be appointed by its homeowner's or tenant association boards whose responsibility will be to educate residents on transit services, distribute transit maps and schedules, survey and collect the resident's ridership information, coordinate carpool and rideshare programs, and manage the distribution of the continual subsidy for monthly transit passes.
- Consider parking cash-out option for residents within designated residential projects. Cash-out means that the resident may not be required to pay for parking spaces which would not be used and the money could be used for other modes of travel.
- For appropriately sized commercial projects, provide a Guaranteed Ride Home for employees that do not drive to work. This service allows employees to leave their vehicles at home without feeling that they would be stranded should an emergency arise that requires transportation to their home area.

### 4.2.5 *CAPITAL IMPROVEMENTS*

Major and Secondary Highways in the Granada Hills-Knollwood area should be improved and maintained to encourage their use rather than Local Streets through residential areas. Improvements should be phased according to need and be designed to minimize disruption to the residential and commercial areas that they serve. Low-cost, short-term improvements such as street parking restrictions, provision of adequate off-street parking, and management of local street intersections with major arterials should be emphasized. Green Street Standard Plans should be used when designing new streets or improving existing streets.

ADDITIONAL FACILITY IMPROVEMENTS

There is the potential for other roadway and transportation improvements that may help facilitate transportation in Granada Hills-Knollwood. These include Intelligent Transportation Systems Improvements, as well as other roadway and freeway improvements.

- Intelligent Transportation Systems (ITS) Improvements – The ATCS system provides capacity improvements on the arterial highway system through the use of new technology to monitor traffic conditions and adjust the signal system accordingly. These and other applications of technology to transportation are referred to as Intelligent Transportation Systems (ITS). Some of the types of ITS elements that would be applicable in the Granada Hills-Knollwood Community Plan include the following:
    - Variable Message Signs (VMS) – VMS could be employed along key arterials to alert motorists to unusual circumstances ahead and alternate routes to avoid congestion. These would be particularly applicable to approach routes to Downtown Granada Hills-Knollwood when street closures are in effect. Movable VMS signs are currently employed in Granada Hills-Knollwood during special events, but a more permanent and attractive system of VMS trailblazer signs (smaller than the freeway VMS) along major corridors should be implemented.
    - Transit Information Kiosks/Next Bus Information - At major transit stops and transfer points, and other activity centers, real time information about transit services and the time at which the next bus will arrive should be employed.
    - Real Time Traveler Information - Internet services currently provide on-line transportation conditions that allow travelers to check traffic conditions or obtain feedback on the best route to take between a given origin and destination. Los Angeles County is conducting a demonstration project that allows drivers to receive updates on the recommended route via cell phone as conditions change during their journey.
- Intersection Improvements – There may be locations where intersection congestion causes drivers to seek alternate routes. Coordination with LADOT should be maintained in order to identify and improve any such locations.
- Freeway-related improvements - There is a freeway improvement planned in the vicinity of the Granada Hills-Knollwood Community Plan Area which would improve conditions on streets within the Community Plan Area.
    - I-5/SR 14 Interchange and direct connect HOV connectors
- Potential Freeway-access improvements - There are potential freeway access projects that may be investigated in the vicinity of the Granada Hills-Knollwood Community Plan

Area which may improve conditions for freeway access within the Community Plan Area. These would require extensive studies, and would involve both Caltrans and LADOT.

### 4.2.6 *Neighborhood Traffic Management Plans*

In the Granada Hills-Knollwood Community Plan Area, there is a predominance of local residential streets. As traffic volumes build up on the arterial street network, some drivers seek alternate routes on residential streets to avoid the arterial congestion. This is often referred to as "cut-through" traffic. Areas with grid system patterns of streets are particularly susceptible to cut-through traffic because the local streets are often parallel to major and secondary highways and provide convenient alternate routes. Similarly, areas with only limited arterial streets and collector streets connecting neighborhoods often experience cut-through traffic on those collectors when drivers look for alternate routes. Several of the neighborhoods in the Granada Hills-Knollwood Community Plan Area experience commuter cut-through traffic daily.

Plans are frequently developed to reduce the impacts of traffic on local residential streets by either slowing the speed of the traffic or reducing the volume of cut through traffic by making it harder for such vehicles to reach the residential streets. LADOT has been proactive in identifying areas where cut-through traffic exists, and implements measures to help discourage it through the use of stop signs and speed humps. As improvements are made to the arterial street system, cut-through traffic will also decrease. Upon request from members of the community or the Council office, the City should hold neighborhood meetings to identify where traffic or parking intrusion is considered a problem. Such meetings are important not only to identify the locations of problems, but also to discuss the pros and cons of potential solutions to the problems.

#### Traffic Control Measures

In addition to the methods currently used by LADOT, other traffic control measures may be considered. These types of neighborhood traffic control devices may be used to regulate, warn and guide traffic in residential areas:

- Diverters
- Semi-diverters or partial street closures
- Chokers (narrowing of the roadway)
- Turn Restrictions
- Turn Channelization
- Stop signs
- Traffic circles
- Speed humps
- Special pavement
- On-street Parking

- Bikeway Striping
- Warning or Advisory signs

Installation of certain types of traffic control devices such as stop signs, require satisfaction of specific criteria to justify their installation. LADOT must study conditions within the neighborhood to determine if the installation on such traffic control devices is warranted.

### 4.2.7 *PARKING POLICIES*

Parking policies in Granada Hills-Knollwood, must allow flexibility in the application of existing parking requirements to improve the utilization of the existing parking supply and existing land in Granada Hills-Knollwood. A parking management district or districts may be created to enable the implementation of shared parking policies (e.g. evening parking uses for bank parking facilities and other parking resources). To support the parking needs of persons who do not own cars but use cars occasionally, parking policies must accommodate shared cars. Recommended parking policies include.

- Improve utilization of existing public parking structures and lots.
- Support the study of an Intelligent Parking System which uses electronic technology to provide information on the location and pricing of available parking in real-time. Consider the use of Intelligent Parking Systems to vary the price of parking minute-by-minute in response to changes in supply and demand.
- Support the creation of a parking management district or districts in areas of high parking demand which would allow motorists to park wherever vacant parking spaces exist within a group of shared parking facilities.
- Encourage creative thinking and flexibility in the provision of required parking within parking management districts or when a public parking facility is located within walking distance of a proposed development. For example, encourage the 24-hour use of off-site parking spaces.
- Maintain the existing number of publicly available parking resources in the downtown area of Granada Hills-Knollwood. For example; support of a No Net Loss policy will maintain the existing number of publicly available parking spaces within Granada Hills-Knollwood's downtown area.
- Encourage projects located within the downtown area to replace publicly available parking spaces which are lost to new development, on a one-for-one basis, by any of the following means:
    - On-site spaces
    - Off-site spaces obtained through private leasing arrangements
    - Off-site spaces obtained through alternative parking programs such as a parking management district.

- Provision of replacement parking may be considered a traffic mitigation measure by decision makers.
- Establish maximum parking requirements for individual projects. For example; consider existing LAMC parking requirements to be the maximum number of parking spaces allowed for projects.
- Require applicants for residential, mixed-use or commercial projects who request parking spaces that exceed the maximum to make the additional spaces requested available for use by the general public.
- Support parking programs that encourage transit use.
- Maximize the use of on-street parking spaces.
- Encourage multi-uses of loading zones. The loading zones could be used for parking during the times loading and unloading would not occur, such as evenings.
- Develop new off-street public parking resources, including parking structures and underground parking, in accordance with design standards.
- Support proposals to build parking structures that can be used by multiple customer groups in areas of high parking demand.
- Support construction of parking structures that can be converted to other uses in the long-term.
- Require ground-floor commercial uses in off-street parking facilities that are located in commercial areas.
- Apply the Citywide Urban Design guidelines for parking facilities.
- Encourage the screening and landscaping of parking lots. Promote use of permeable paving material on new and existing parking lots.
- Support the use of financing tools to increase parking capacity in Granada Hills-Knollwood.
- Promote the use of assessment districts and other financing tools as a means of constructing new parking structures in areas with parking deficits.

## 4.3 FUNDING

The proposed Granada Hills-Knollwood Community Plan does not include a new funding mechanism to assist the City in implementing the elements of this TIMP. The City will rely on existing local and regional funding programs and the private sector to implement the policies and programs of the TIMP. One method that could be used to develop a new source of funding that would assess part of the costs of transportation improvements to new developments would be through a development impact fee program. The City would need to conduct a nexus study that clearly establishes the nexus between the trips generated by new development and the costs associated with the transportation improvements required to reduce the impacts of those developments. Such studies have been conducted in other areas of the City of Los

Angeles (Warner Center, West Los Angeles, Coastal Transportation Corridor) where traffic impact fees are now in place. A recommendation of this TIMP is to consider conducting a nexus study within applicable areas that can be used to determine:

- The impact of development anticipated by the Granada Hills-Knollwood Community Plan on traffic in Granada Hills-Knollwood.
- The cost of implementing prioritized traffic mitigation measures contained within the proposed Granada Hills-Knollwood Community Plan.
- A method of allocating the cost of implementing prioritized traffic mitigation measures to individual development projects.

The City could initiate a study to address funding mechanisms for transportation demand management programs, such as a Traffic Impact Fee, tax increments, bonds, grants, benefit assessment districts, and other financing options. They could also work to promote the establishment of Benefit Assessment Districts, which can fund capital improvements for transit and shared car options. However, due to the limited amount of large development potential in Granada Hills-Knollwood, this may not be a feasible method to help identify additional funding.

# 5.0 TRAFFIC CONDITIONS WITH TIMP

## 5.1 EFFECTIVENESS OF TIMP TRIP REDUCTIONS

The programs and policies of the TIMP that relate to reducing trip generation by various Granada Hills-Knollwood land uses will largely be implemented through private sector efforts to better design developments that accommodate alternate modes of travel and encourage residents and employees to rideshare and use alternate modes of transportation. In addition, TIMP programs for public improvements can be implemented through traffic studies for major developments and by Tentative Classification ("T") conditions for zone changes, conditions of approval for Conditional Use Permits and tract conditions for subdivisions. If appropriate areas are identified that could justify a nexus study, an impact fee may also provide funding for some of the TIMP programs and policies.

It should also be noted that while it is expected that the mixed-use, transit-oriented development zones in Granada Hills-Knollwood will help reduce vehicle trips, the effectiveness of such strategies will not be fully effective until they have been more widely implemented throughout the region. If transit-oriented development is only located on one end of a two-way trip (origin and destination), the use of transit will be less than when in the future, both ends of the trip are located in transit oriented development areas.

## 5.2 YEAR 2030 PROPOSED LAND USE PLAN WITH TIMP

The Year 2030 Preferred Transportation Alternative plus the inclusion of the TIMP policies, forms the Year 2030 Proposed Land Use Plan with TIMP (Proposed Land Use Plan with TIMP), and includes the modification of several roadway classifications, which were assessed under

Network Alternatives One through Four. Under the Proposed Land Use Plan with TIMP, the following changes were studied:

- Addition of angled parking along Chatsworth Street, from Zelzah Avenue to Amestoy Avenue.
- Incorporation of bicycle lanes along Sesnon Boulevard, from Balboa Boulevard to Bradford Place, and bicycle friendly street, from Bradford Place to Aliso Canyon (western community plan boundary). Addition of trails along Sesnon Boulevard, from Cascade Canyon to Aliso Canyon.
- Incorporation of bicycle lanes along San Fernando Mission Boulevard, from I-405 to Louise Avenue, and a bicycle friendly street, from Louise Avenue to Aliso Canyon.
- Incorporation of bicycle lanes along Devonshire Street, from Aliso Canyon to I-405 (eastern community plan boundary).
- Incorporation of bicycle lanes along Balboa Boulevard, from San Fernando Road to Lassen Street.

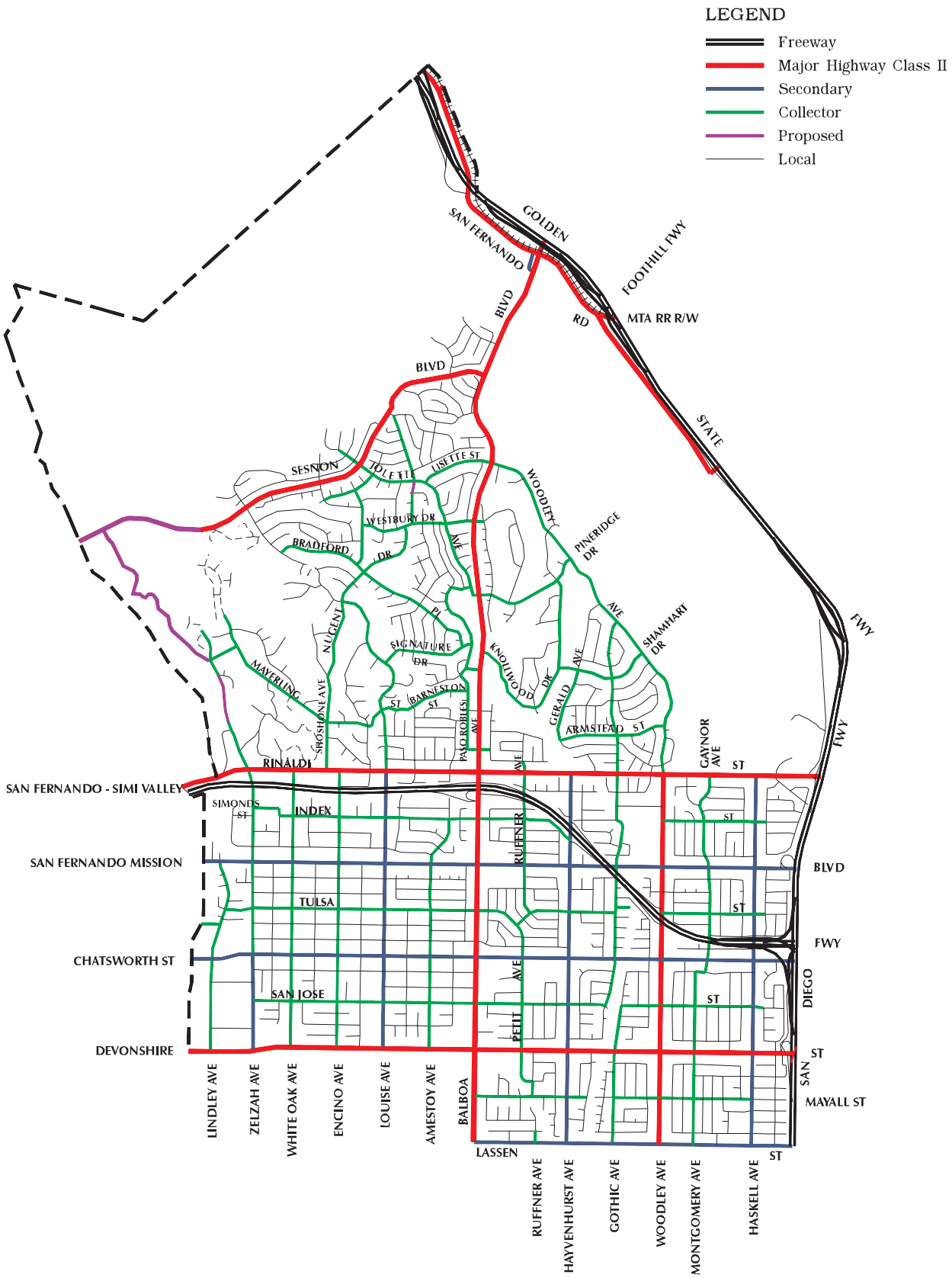
**Table 23** shows the Proposed Land Use Plan with TIMP arterial summary, which includes VMT, VHT and average speed. Roadway segments operating at LOS E or F (V/C of 0.91 or worse) were identified to ascertain the level of congestion expected in the future. A total of approximately twenty percent of Granada Hills-Knollwood roadways are forecast to operate at an LOS E and F (144 of 724 Links) in the Proposed Land Use Plan with TIMP. The volume-weighted V/C ratio is 0.952, which indicates that on average, the streets in the Granada Hills-Knollwood Community Plan Area would utilize approximately 95.2 percent of roadway capacity in the PM peak hour. The V/C ratio is at LOS E, which represents operating conditions that are less than desirable, but the plan does include improvements for other modes such as bicyclists and pedestrians. **Table A-9** in the Appendix shows the Proposed Land Use Plan with TIMP level of service for each arterial segment in the Granada Hills-Knollwood Community Plan Area. Figure 9 illustrates the Granada Hills-Knollwood Community Plan Area Proposed Functional Classification system.

### TABLE 23 YEAR 2030 PROPOSED LAND USE PLAN WITH TIMP – ARTERIAL SUMMARY

| Proposed Land Use Plan with TIMP Traffic Conditions | |
|---|---|
| VMT | 368,535 |
| VHT | 11,386 |
| Avg. Speed (mph) | 32 |
| Weighted Avg. V/C | 0.952 |
| Links at LOS E or F | 144 |
| % of Links at LOS E or F | 20% |

The Proposed Land Use Plan with TIMP shows very similar VMT, VHT and average speed statistics as compared to the Current Land Use Plan. All 2030 analyses showed higher VMT,

VHT, V/C and number of links at E or F than the Existing Traffic Conditions. With the relatively limited number of opportunities to provide additional roadway capacity in Granada Hills-Knollwood through the addition of travel lanes, the number of the arterial roadway segments projected to be at capacity in 2030 are very similar between the alternatives that were analyzed.




ITERIS Innovation for better mobility

**Proposed Granada Hills-Knollwood Community Plan TIMP**

**Figure 9**
**Granada Hills-Knollwood Community Plan Area**
**Proposed Functional Classification**

V:\Projects\2006\J06-1667 Granada Hills TIMP\gra

A summary of the roadway link levels of service and aggregate statistics are shown in **Table 24**. It can be seen that the Preferred Alternative shows slightly lower VMT and VHT and V/C as compared to the Current Land Use Plan, and a similar average speed.

### TABLE 24 SUMMARY –AGGREGATE STATISTICS

| Scenario | VMT | VHT | Avg. Speed | Weighted V/C | Links at LOS E or F | % of Links at LOS E or F |
|---|---|---|---|---|---|---|
| Existing Traffic Conditions | 243,454 | 5,804 | 42 | 0.598 | 19 | 3% |
| Current Land Use Plan | 367,290 | 11,329 | 32 | 0.898 | 104 | 14% |
| Proposed Land Use Plan | 371,390 | 12,264 | 30 | 0.948 | 114 | 16% |
| Transportation Alternative One* | 360,143 | 10,143 | 36 | 0.853 | 106 | 15% |
| Transportation Alternative Two * | 364,264 | 11,265 | 32 | 0.767 | 80 | 11% |
| Transportation Alternative Three * | 368,256 | 11,065 | 33 | 0.903 | 112 | 15% |
| Transportation Alternative Four * | 363,568 | 11,290 | 32 | 0.896 | 128 | 18% |
| Preferred Alternative | 368,535 | 11,386 | 32 | 0.952 | 144 | 20% |
| * Alternative uses an interim land use plan; therefore the statistics should only be compared to each other, not the Current or Proposed Land Use Plans. | | | | | | |

Table 24 illustrates that the Proposed Land Use Plan with TIMP total vehicle miles of travel, vehicle hours of travel and average speed are very similar to the Current Land Use Plan, and will have a slightly higher weighted V/C and number of roadway links at LOS E or F, as compared to the Current Land Use Plan. The Proposed Land Use Plan with TIMP focuses efforts on bicycle and pedestrian facilities, and the vehicle lanes required to accommodate the bicycle facilities did have some affect on autos, while facilitating bicyclists' needs. The difference in V/C is nominal and would not worsen roadway operating conditions as perceived by the traveling public.

The two thresholds of significance adopted by the City of Los Angeles Department of Transportation are related to weighted average V/C ratio and the number of links at LOS E or F; both compared to Existing Traffic Conditions. Since the proposed Granada Hills-Knollwood Community Plan with TIMP has not improved both of the measures to better than the Current Land Use Plan, the transportation impacts associated with the Proposed Land Use Plan with

TIMP are not fully mitigated. However, the TIMP includes strategies aimed to encourage alternative modes of travel, such as the creation of pedestrian friendly environments and providing bicycle improvements.

# 6.0 CONGESTION MANAGEMENT PROGRAM TRANSPORTATION IMPACT ANALYSIS

## 6.1 BACKGROUND

The Congestion Management Program (CMP) for Los Angeles County, first developed by the Metropolitan Transportation Authority in 1992, is a state-mandated program enacted by the state legislature with the passage of Assembly Bill 471 (1989), as amended by Assembly Bills 1791 (1990), 1435 (1992), and 3090 in June, 1990. It has been developed to meet the requirements of Section 65089 of the California Government Code and is intended to address regional congestion by linking transportation, land use and air quality decisions.

The CMP is a key link in countywide, multi-modal planning and program implementation. The CMP includes a deficiency plan which is designed to implement strategies that either fully mitigate congestion or alternatively, provide measurable improvement to congestion and air quality. With the inclusion of the deficiency plan, the CMP strengthens partnership among local jurisdictions, Metro, and other regional agencies.

The purpose of this section is to conduct a CMP Transportation Impact Analysis (TIA) level of analysis consistent with established guidelines. The following section presents the CMP analysis and results for the proposed Granada Hills-Knollwood Community Plan TIMP.

## 6.2 HOW MODEL WAS USED FOR ANALYSIS

The Congestion Management Program's Transportation Impact Analysis (TIA) prepared for the proposed Granada Hills-Knollwood Community Plan compares future growth in vehicle trips associated with land use changes and future development under Proposed Land Use Plan with TIMP conditions with the Current Land Use Plan conditions. The refined model developed for the proposed Granada Hills-Knollwood Community Plan TIMP was used to forecast traffic conditions expected to occur in Year 2030 under the two conditions.

Weekday PM peak period forecast were analyzed for impacts of the proposed project. Based on the Southern California Association of Governments (SCAG) trip-generation survey, "Home-Work" trips (as a percentage of daily traffic by all trip types) generated about the same percentage for both AM and PM peak periods, whereas the percentages of "Other-Work" and "Non-Work" trips were substantially higher in the PM peak period than the AM peak period. Therefore, it can be assumed that the weekday PM peak period traffic volumes would be higher than AM peak period traffic and hence, will provide the worst-case scenario analyses.

## 6.3 SCOPE OF ANALYSIS

As presented in the 2010 Congestion Management Program for Los Angeles County, CMP TIA guidelines, intersection analyses are particularly well suited towards analysis projects where land use types and design details are known. Where land uses are not defined (such as with projects that are limited to zone designations and parcel size with no information on access locations), the level of detail in TIA should be adjusted accordingly. This applies directly to redevelopment areas, citywide general plans and in this case, community level plans. In such cases, where project definition is insufficient for meaningful intersection level of service, CMP arterial segment analysis is conducted instead of intersection level.

CMP analysis is typically conducted on all CMP identified highway facilities. This includes CMP roadway segments where the proposed Granada Hills-Knollwood Community Plan will add 50 or more peak hour trips (total of both directions) and mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

In this study, the CMP analysis is refined as allowed under Appendix D of the 2010 Congestion Management Program for Los Angeles County to be more suited to the goals of the TIMP for the Granada Hills-Knollwood Community Plan. There is a CMP freeway monitoring station located on SR 118 east of Woodley Avenue. Because mitigation of freeway impact is beyond the scope of the proposed Community Plan TIMP, the freeway segment analysis is not conducted under this study. Freeway segment analysis may be conducted as a separate analysis outside of the Community Plan TIMP and New Community Plan Program effort.

## 6.4 CMP IMPACT ANALYSIS

As discussed in Appendix D - Guidelines for CMP Transportation Impact Analysis of the 2010 Congestion Management Program for Los Angeles County, "volume to capacity ratios must be calculated for each segment and LOS values assigned using the V/C-LOS equivalency" for traffic impact analysis involving arterial segment analysis. CMP guidelines state that "A capacity of 800 vehicles per hour per through traffic lane must be used, unless localized conditions necessitate alternative values to approximate current intersection congestion levels". For this analysis, the capacity as assigned by the Los Angeles Department of Transportation has been used.

The criteria for determining a significant impact is described by the following definition:

- "For the purpose of a CMP TIA, a significant project impact occurs when the proposed project increases traffic demand on a CMP facility by two percent of capacity (V/C = 0.02), causing a worsening of LOS F (V/C = 1.00)."

According to the 2010 CMP for Los Angeles Country there are no CMP arterial roadway intersections within the Granada Hills-Knollwood Community Plan Area. Therefore, no CMP analysis is required.

# APPENDIX A: ROADWAY LINK DATA

| Segment | From | To | Roadway Classification | Median Type | Northbound/Eastbound | | | | | Southbound/Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Off Peak Lanes | Addt'l Peak Lane | Bike Lane | Parking Restrictions | Speed Limit | Off Peak Lanes | Addt'l Peak Lane | Bike Lane | Parking Restrictions | Speed Limit |
| LINDLEY AVE | San Fern. Mission | Ludlow | Collector | SBY | 1 | No | No | None | 15 | 1 | No | No | None | 15 |
| LINDLEY AVE | Ludlow | Horace | Collector | SBY | 1 | No | No | None | | 1 | No | No | None | |
| LINDLEY AVE | Horace | Tulsa Pl | Collector | SBY | 1 | No | No | None | 15 | 1 | No | No | None | 15 |
| LINDLEY AVE | Tulsa Pl | Kingsbury | Collector | SBY | 1 | No | No | None | | 1 | No | No | None | |
| LINDLEY AVE | Kingsbury | Hiawatha | Collector | SBY | 1 | No | No | TANS 7a-5p | | 1 | No | No | None | |
| LINDLEY AVE | Hiawatha | Devonshire | Collector | SBY | 1 | No | No | None | | 1 | No | No | None | |
| ZELZAH AVE | End | Ridgeway | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| ZELZAH AVE | Ridgeway | Newcastle | Collector | UD | 1 | No | No | TANP 10p-6a/None | 15 | 1 | No | No | TANP 10p-6a/None | 15 |
| ZELZAH AVE | Newcastle | Lerdo | Collector | UD | 1 | No | No | TANP 10p-6a | | 1 | No | No | TANP 10p-6a | |
| ZELZAH AVE | Lerdo | Rinaldi | Collector | UD | 1 | No | No | NPAT | | 1 | No | No | NPAT | |
| ZELZAH AVE | Rinaldi | Simonds | Secondary | TWLTL | 1 | No | No | TANSAX | | 1 | No | No | TANSAX | 30 |
| ZELZAH AVE | Simonds | Index | Secondary | DDY | 1 | No | No | TANSAX | | 1 | No | No | TANSAX | |
| ZELZAH AVE | Index | Donmetz | Secondary | SDY | 1 | No | No | TANSAX | 15 | 1 | No | No | TANSAX | 30 |
| ZELZAH AVE | Donmetz | Lahey | Secondary | SDY | 1 | No | No | TANSAX | | 1 | No | No | TANSAX | |
| ZELZAH AVE | Lahey | San Fern. Mission | Secondary | SDY | 1 | No | No | TANSAX | 30 | 1 | No | No | TANSAX | |
| ZELZAH AVE | San Fern. Mission | Horace | Secondary | SDY | 1 | No | No | None | | 1 | No | No | None | 35/25 |
| ZELZAH AVE | Horace | Tulsa St | Secondary | SDY | 1 | No | No | None | 25 | 1 | No | No | TANSAT | |
| ZELZAH AVE | Tulsa St | Tribune St | Secondary | SDY | 1 | No | No | None | | 1 | No | No | TANSAT | 35 |
| ZELZAH AVE | Tribune St | Los Alimos | Secondary | TWLTL | 1 | No | No | None | | 1 | No | No | None | |
| ZELZAH AVE | Los Alimos | Chatsworth | Secondary | TWLTL | 1 | No | No | None | 35 | 1 | No | No | None | |
| ZELZAH AVE | Chatsworth | Kingsbury | Secondary | TWLTL | 2 | No | No | None | | 2 | No | No | None | |
| ZELZAH AVE | Kingsbury | San Jose | Secondary | TWLTL | 2 | No | No | 2hr 8-6/None | | 2 | No | No | NP 7a-5p/None | 25 |
| ZELZAH AVE | San Jose | Hiawatha | Secondary | TWLTL | 2 | No | No | None | | 2 | No | No | TANS 7a-5p/None | |
| ZELZAH AVE | Hiawatha | Devonshire | Secondary | TWLTL | 2 | No | No | None | 25 | 2 | No | No | None | |
| WHITE OAK AVE | Rinaldi | San Fern. Mission | Major Highway Class II | TWLTL | 2 | No | No | TANSAT/None | | 2 | No | No | TANSAT/None | |
| WHITE OAK AVE | San Fern. Mission | Los Alimos | Major Highway Class II | TWLTL | 1 | No | No | TANSAT/None | | 1 | No | No | TANSAT/None | |
| WHITE OAK AVE | Los Alimos | Chatsworth | Major Highway Class II | TWLTL | 1 | No | No | 2hr 8-6 | | 1 | No | No | 2hr 8-6 | |
| WHITE OAK AVE | Chatsworth | Kingsbury | Major Highway Class II | TWLTL | 1 | No | No | 2hr 8-6 | | 1 | No | No | 2hr 8-6 | 35 |
| WHITE OAK AVE | Kingsbury | San Jose | Major Highway Class II | TWLTL | 1 | No | No | None | | 1 | No | No | None | |
| WHITE OAK AVE | San Jose | Devonshire | Major Highway Class II | TWLTL | 2 | No | No | TANSAT/NPAT | 25 | 2 | No | No | PL 6:30-9a 1:30-4p/2hr 9-1:30/NP 8a-6p | |
| MAYERLING ST | Rexbon | Lerdo | Collector | UD | 1 | No | No | None | 15 | 1 | No | No | PL 6:30-9a 1:30-4p/2hr 9-1:30/NP 8a-6p | |
| MAYERLING ST | Lerdo | Wood Ranch | Collector | UD | 1 | No | No | None | | 1 | No | No | PL 6:30-9a 1:30-4p/2hr 9-1:30/NP 8a-6p | |
| MAYERLING ST | Wood Ranch | Jellico | Collector | UD | 1 | No | No | None/NPAT | | 1 | No | No | PL 6:30-9a 1:30-4p/2hr 9-1:30/NP 8a-6p | |
| MAYERLING ST | Jellico | Shoshone | Collector | UD | 1 | No | No | None | 15 | 1 | No | No | PL 6:30-9a 1:30-4p/2hr 9-1:30/NP 8a-6p | 15 |
| DARYL AVE | Trosa | Bradford | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| MEADOWLARK AVE | Sesnon | Westbury | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| NUGENT DR | Westbury | Angelaine | Collector | UD | 1 | No | No | None | | 1 | No | No | None | 15 |
| NUGENT DR | Angelaine | Bradford | Collector | UD | 1 | No | No | None | 15 | 1 | No | No | None | |
| NUGENT DR | Bradford | Shoshone | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| SHOSHONE AVE | Nugent | Highwater | Collector | SBY | 1 | No | No | TANSAT | | 1 | No | No | TANSAT | |
| SHOSHONE AVE | Highwater | Mayerling | Collector | UD | 1 | No | No | NPAT | | 1 | No | No | None | |
| SHOSHONE AVE | Mayerling | Flanders | Collector | SBY | 1 | No | No | None | | 1 | No | No | None | |
| SHOSHONE AVE | Flanders | Rinaldi | Collector | SBY | 1 | No | No | TANS 7a-5p | | 1 | No | No | None | |
| TROSA ST | Jolette | Neon Way | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| JOLETTE AVE | Garris | Nanette | Collector | SBY | 1 | No | No | None | | 1 | No | No | None | |
| JOLETTE AVE | Nanette | Dorina | Collector | SBY | 1 | No | No | None | 15 | 1 | No | No | None | 15 |
| JOLETTE AVE | Dorina | Darla | Collector | SBY | 1 | No | No | None | 15 | 1 | No | No | None | |
| JOLETTE AVE | Darla | Westbury | Collector | SBY | 1 | No | No | None | 30 | 1 | No | No | None | |
| JOLETTE AVE | Westbury | Paulette | Collector | SBY | 1 | No | No | None | | 1 | No | No | None | 30 |
| JOLETTE AVE | Paulette | Jeanine | Collector | SBY | 1 | No | No | None | | 1 | No | No | None | |
| JOLETTE AVE | Jeanine | Rosnick | Collector | SBY | 1 | No | No | None | 15 | 1 | No | No | None | 15 |
| JOLETTE AVE | Rosnick | Balboa | Collector | SDY | 1 | No | No | None | 15 | 1 | No | No | None | 15 |
| BRADFORD PL | Cascade Canyon | Nugent | Collector | UD | 1 | No | No | None | 20 | 1 | No | No | None | 20 |
| BRADFORD PL | Nugent | Tilford | Collector | SBY | 1 | No | No | None | | 1 | No | No | None | |
| BRADFORD PL | Tilford | Firma | Collector | SBY | 1 | No | No | NP 7a-5p | | 1 | No | No | None | |
| BRADFORD PL | Firma | Sunderland | Collector | SBY | 1 | No | No | None | | 1 | No | No | None | |
| BRADFORD PL | Sunderland | Bambi | Collector | SBY | 1 | No | No | None | | 1 | No | No | None | 30 |
| BRADFORD PL | Bambi | Jeanette | Collector | SBY | 1 | No | No | None | 25 | 1 | No | No | None | |
| BRADFORD PL | Jeanette | Dresden | Collector | SBY | 1 | No | No | None | | 1 | No | No | None | |
| BRADFORD PL | Dresden | Mindora | Collector | SDY | 1 | No | No | None | 30 | 1 | No | No | None | |
| BRADFORD PL | Mindora | Signature | Collector | SDY | 1 | No | No | None | | 1 | No | No | None | |
| EL ORO WAY | Rosnick | Ceredo | Collector | SBY | 1 | No | No | PL 6:30-9 1:30-4/2hr 9-1:30 | | 1 | No | No | None | |
| EL ORO WAY | Ceredo | Mandarin | Collector | SBY | 1 | No | No | NPAT | | 1 | No | No | None | |
| EL ORO WAY | Mandarin | Signature | Collector | SBY | 1 | No | No | None | 15 | 1 | No | No | None | |
| EL ORO WAY | Signature | Paso Robles | Collector | SBY | 1 | No | No | None | | 1 | No | No | None | |
| EL ORO WAY | Paso Robles | Midwood | Collector | SBY | 1 | No | No | None | | 1 | No | No | None | |
| EL ORO WAY | Midwood | Paso Robles | Collector | SBY | 1 | No | No | None | | 1 | No | No | None | |
| PASO ROBLES AVE | Midwood | Barneston | Collector | UD | 1 | No | No | None | | 1 | No | No | None | 15 |
| PASO ROBLES AVE | Barneston | Galesberg | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| PASO ROBLES AVE | Galesberg | Lorillard | Collector | UD | 1 | No | No | None | 15 | 1 | No | No | None | |
| PASO ROBLES AVE | Lorillard | Gunther | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| PASO ROBLES AVE | Gunther | Halsey | Collector | UD | 1 | No | No | None | 15 | 1 | No | No | None | 15 |
| ENCINO AVE | Rinaldi | Kalisher | Collector | SBY | 1 | No | No | None | | 1 | No | No | None | |

| Segment | From | To | Roadway Classification | Median Type | Northbound/Eastbound | | | | | Southbound/Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Off Peak Lanes | Addt'l Peak Lane | Bike Lane | Parking Restrictions | Speed Limit | Off Peak Lanes | Addt'l Peak Lane | Bike Lane | Parking Restrictions | Speed Limit |
| ENCINO AVE | Kalisher | Index | Collector | SBY | 1 | No | No | TANSAT/None | 15 | 1 | No | No | TANSAT/None | 15 |
| ENCINO AVE | Index | Donmetz | Collector | SBY | 1 | No | No | None | 15 | 1 | No | No | None | 15 |
| ENCINO AVE | Donmetz | Lahey | Collector | SBY | 1 | No | No | None | 15 | 1 | No | No | None | |
| ENCINO AVE | Lahey | San Fern. Mission | Collector | SBY | 1 | No | No | None | | 1 | No | No | None | |
| ENCINO AVE | San Fern. Mission | Ludlow | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| ENCINO AVE | Ludlow | Horace | Collector | UD | 1 | No | No | None | 15 | 1 | No | No | None | 15 |
| ENCINO AVE | Horace | Tulsa | Collector | UD | 1 | No | No | None | 15 | 1 | No | No | None | 15 |
| ENCINO AVE | Tulsa | Tribune | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| ENCINO AVE | Tribune | Los Alimos | Collector | UD | 1 | No | No | None | 15 | 1 | No | No | None | 15 |
| ENCINO AVE | Los Alimos | Chatsworth | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| ENCINO AVE | Chatsworth | Kingsbury | Collector | UD | 1 | No | No | NPAT/1hr 8-6 | | 1 | No | No | NPAT/1hr 8-6 | |
| ENCINO AVE | Kingsbury | San Jose | Collector | UD | 1 | No | No | None | 15 | 1 | No | No | None | 15 |
| ENCINO AVE | San Jose | Hiawatha | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| ENCINO AVE | Hiawatha | Blackhawk | Collector | UD | 1 | No | No | None | | 1 | No | No | None | 15 |
| ENCINO AVE | Blackhawk | Devonshire | Collector | UD | 1 | No | No | None | 15 | 1 | No | No | None | |
| LOUISE AVE | Nugent | Andasol | Collector | SBY | 1 | No | No | None | 15 | 1 | No | No | None | 15 |
| LOUISE AVE | Andasol | Signature | Collector | SBY | 1 | No | No | None | 30 | 1 | No | No | None | |
| LOUISE AVE | Signature | Barneston Ct | Collector | SBY | 1 | No | No | None | | 1 | No | No | None | |
| LOUISE AVE | Barneston Ct | Mayerling | Collector | SBY | 1 | No | No | None | 30 | 1 | No | No | None | |
| LOUISE AVE | Mayerling | Bircher | Collector | SBY | 1 | No | No | None | | 1 | No | No | None | 30 |
| LOUISE AVE | Bircher | Flanders | Collector | SBY | 1 | No | No | None | | 1 | No | No | None | |
| LOUISE AVE | Flanders | Rinaldi | Collector | SDY | 1 | No | No | None | 30 | 1 | No | No | None | |
| LOUISE AVE | Rinaldi | Index | Secondary | TWLTL | 2 | No | No | TANSAT/None | | 1 | No | No | TANSAT/None | |
| LOUISE AVE | Index | Lahey | Secondary | SDY | 2 | No | No | None | | 1 | No | No | None | |
| LOUISE AVE | Lahey | San Fern. Mission | Secondary | SDY | 2 | No | No | None | 35 | 1 | No | No | None | |
| LOUISE AVE | San Fern. Mission | Los Alimos | Secondary | SDY | 1 | No | No | None | | 1 | No | No | None | |
| LOUISE AVE | Los Alimos | Chatsworth | Secondary | SDY | 1 | No | No | None | 35 | 1 | No | No | None | |
| LOUISE AVE | Chatsworth | Kingsbury | Secondary | SDY | 2 | No | No | None | | 2 | No | No | None | 35 |
| LOUISE AVE | Kingsbury | Germain | Secondary | SDY | 2 | No | No | None | | 2 | No | No | None | |
| LOUISE AVE | Germain | San Jose | Secondary | SDY | 2 | No | No | None | 35 | 2 | No | No | None | 25 |
| LOUISE AVE | San Jose | Hiawatha | Secondary | SDY | 2 | No | No | None | | 2 | No | No | NP 7a-5p | |
| LOUISE AVE | Hiawatha | Devonshire | Secondary | SDY | 2 | No | No | None | | 2 | No | No | TANSAT/NP 7a-5p | |
| AMESTOY AVE | Index | Donmetz | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| AMESTOY AVE | Donmetz | Lahey | Collector | UD | 1 | No | No | None | | 1 | No | No | None | 20 |
| AMESTOY AVE | Lahey | Devonshire | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| BALBOA RD | San Fernando | Balboa Blvd | Secondary | SDY | 1 | No | No | TANSAT | | 1 | No | No | TANSAT | |
| BALBOA BLVD | Foothill | Balboa Rd | Major Highway Class II | DDY | 1 | No | No | TANSAT | | 1 | No | No | TANSAT | |
| BALBOA BLVD | Balboa Rd | Timber Ridge | Major Highway Class II | DDY | 2 | No | Yes | TANSAT | | 2 | No | Yes | None | 45 |
| BALBOA BLVD | Timber Ridge | Sesnon | Major Highway Class II | DDY | 2 | No | Yes | TANSAT | 45 | 2 | No | Yes | None | 45 |
| BALBOA BLVD | Sesnon | Orozco | Major Highway Class II | DDY | 2 | No | Yes | TANSAT | | 2 | No | Yes | None | 40 |
| BALBOA BLVD | Orozco | Tennyson | Major Highway Class II | TWLTL | 2 | No | Yes | TANSAT | | 2 | No | Yes | None | |
| BALBOA BLVD | Tennyson | Woodley | Major Highway Class II | TWLTL | 3 | No | Yes | TANSAT | | 2 | No | Yes | None | |
| BALBOA BLVD | Woodley | Colven | Major Highway Class II | TWLTL | 2 | PM | No | TANS 3-7 | | 2 | AM | No | TANS 7-9 | |
| BALBOA BLVD | Colven | Pineridge | Major Highway Class II | TWLTL | 2 | PM | No | TANS 3-7 | 45 | 2 | AM | No | TANS 7-9 | 45 |
| BALBOA BLVD | Pineridge | Knollwood | Major Highway Class II | TWLTL | 2 | PM | No | TANS 3-7 | 25 | 2 | AM | No | TANS 7-9 | 40/25 |
| BALBOA BLVD | Knollwood | Midwood | Major Highway Class II | TWLTL | 3 | No | No | TANSAT | 40 | 2 | AM | No | TANS 7-9 | |
| BALBOA BLVD | Midwood | Lorillard | Major Highway Class II | TWLTL | 2 | PM | No | TANS 3-7/NPAT | 40 | 2 | AM | No | TANS 7-9 | 40 |
| BALBOA BLVD | Lorillard | Halsey | Major Highway Class II | TWLTL | 2 | PM | No | TANS 3-7 | | 2 | AM | No | TANS 7-9 | 40 |
| BALBOA BLVD | Halsey | Rinaldi | Major Highway Class II | TWLTL | 2 | PM | No | TANS 3-7 | 40 | 2 | AM | No | TANS 7-9 | 40 |
| BALBOA BLVD | Rinaldi | Index | Major Highway Class II | TWLTL | 2 | PM | No | TANS 3-7 | | 2 | AM | No | TANS 7-9 | |
| BALBOA BLVD | Index | San Fern. Mission | Major Highway Class II | TWLTL | 2 | PM | No | TANS 3-7 | | 2 | AM | No | TANS 7-9 | |
| BALBOA BLVD | San Fern. Mission | Tulsa | Major Highway Class II | TWLTL | 2 | PM | No | TANS 3-7 | | 2 | AM | No | TANS 7-9 | |
| BALBOA BLVD | Tulsa | Los Alimos | Major Highway Class II | TWLTL | 2 | PM | No | TANS 3-7 | | 2 | AM | No | TANS 7-9 | |
| BALBOA BLVD | Los Alimos | Chatsworth | Major Highway Class II | TWLTL | 2 | PM | No | TANS 3-7 | | 2 | AM | No | TANS 7-9 | |
| BALBOA BLVD | Chatsworth | Kingsbury | Major Highway Class II | TWLTL | 2 | PM | No | TANS 3-7 | | 3 | No | No | TANSAT | 35 |
| BALBOA BLVD | Kingsbury | Germain | Major Highway Class II | TWLTL | 2 | PM | No | TANS 3-7 | | 2 | AM | No | TANS 7-9 | |
| BALBOA BLVD | Germain | San Jose | Major Highway Class II | TWLTL | 2 | PM | No | TANS 3-7 | | 2 | AM | No | TANS 7-9 | |
| BALBOA BLVD | San Jose | Blackhawk | Major Highway Class II | TWLTL | 2 | PM | No | TANSAT/TANS 3-7 | | 2 | AM | No | TANSAT/TANS 7-8 | |
| BALBOA BLVD | Blackhawk | Devonshire | Major Highway Class II | TWLTL | 3 | No | No | TANSAT | 35 | 3 | No | No | TANSAT | |
| PETIT AVE | Tulsa | Tribune | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| PETIT AVE | Tribune | Los Alimos | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| PETIT AVE | Los Alimos | Chatsworth | Collector | SBY | 1 | No | No | None | | 1 | No | No | None | |
| PETIT AVE | Chatsworth | Kingsbury | Collector | SBY | 1 | No | No | None | 15 | 1 | No | No | None | |
| PETIT AVE | Kingsbury | Germain | Collector | SBY | 1 | No | No | None | 15 | 1 | No | No | None | |
| PETIT AVE | Germain | San Jose | Collector | SBY | 1 | No | No | None | | 1 | No | No | None | |
| PETIT AVE | San Jose | Minnehaha | Collector | SBY | 1 | No | No | None | | 1 | No | No | None | 15 |
| PETIT AVE | Minnehaha | Blackhawk | Collector | SBY | 1 | No | No | None | | 1 | No | No | None | |
| PETIT AVE | Blackhawk | Devonshire | Collector | SBY | 1 | No | No | None | 15 | 1 | No | No | None | |
| PETIT AVE | Devonshire | Romar | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| RUFFNER AVE | Flanders | Lassen | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| KNOLLWOOD DR | Pineridge | Sarazen | Collector | SBY | 1 | No | No | None | | 1 | No | No | None | |
| KNOLLWOOD DR | Sarazen | Demaret | Collector | SBY | 1 | No | No | None | | 1 | No | No | None | 25 |
| KNOLLWOOD DR | Demaret | Susan | Collector | SBY | 1 | No | No | None | | 1 | No | No | None | |
| KNOLLWOOD DR | Susan | Balboa | Collector | SBY | 1 | No | No | None/NPAT | | 1 | No | No | None/NP 10p-5a | 25 |
| GERALD AVE | Shamhart | Midwood | Collector | UD | 1 | No | No | None | 15 | 1 | No | No | None | 15 |
| GERALD AVE | Midwood | Barneston | Collector | UD | 1 | No | No | PL 6:30-9 1:30-4/2hr 9-1:30/TANS 7a-5p | 15 | 1 | No | No | None | 15 |
| GERALD AVE | Barneston | Armstead | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| HAYVENHURST | Rinaldi | Simonds | Secondary | SDY | 2 | No | No | None | | 2 | No | No | None | 35 |

| Segment | From | To | Roadway Classification | Median Type | Northbound/Eastbound | | | | | Southbound/Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Off Peak Lanes | Addt'l Peak Lane | Bike Lane | Parking Restrictions | Speed Limit | Off Peak Lanes | Addt'l Peak Lane | Bike Lane | Parking Restrictions | Speed Limit |
| HAYVENHURST | Simonds | Index | Secondary | SDY | 2 | No | No | TANP 6p-6a | 35 | 2 | No | No | TANP 6p-6a | |
| HAYVENHURST | Index | San Fern. Mission | Secondary | SDY | 2 | No | No | None | | 2 | No | No | None | 25 |
| HAYVENHURST | San Fern. Mission | Horace | Secondary | SDY | 2 | No | No | None | 25 | 2 | No | No | None | 25 |
| HAYVENHURST | Horace | Tulsa | Secondary | SDY | 2 | No | No | TANS 7a-5p/PL 6:30a-9a 1:30p-4p/2hr 9-1:30 | | 2 | No | No | None | |
| HAYVENHURST | Tulsa | Chatsworth | Secondary | SDY | 2 | No | No | None | | 2 | No | No | None | |
| HAYVENHURST | Chatsworth | San Jose | Secondary | SDY | 2 | No | No | None | 25 | 2 | No | No | None | 35 |
| HAYVENHURST | San Jose | Blackhawk | Secondary | SDY | 2 | No | No | None | | 2 | No | No | None | |
| HAYVENHURST | Blackhawk | Devonshire | Secondary | SDY | 2 | No | No | TANSAT | 35 | 2 | No | No | None | |
| HAYVENHURST | Devonshire | Mayall | Secondary | SDY | 2 | No | No | None | | 2 | No | No | None | 35 |
| HAYVENHURST | Mayall | Vintage | Secondary | SDY | 2 | No | No | None | | 2 | No | No | None | |
| HAYVENHURST | Vintage | Lassen | Secondary | TWLTL | 2 | No | No | None | 35 | 2 | No | No | None | |
| GOTHIC AVE | Woodley | Rinaldi | Collector | SBY | 1 | No | No | None | | 1 | No | No | None | |
| GOTHIC AVE | Rinaldi | Index | Collector | SBY | 1 | No | No | None | | 1 | No | No | None | |
| GOTHIC AVE | Index | Donmetz | Collector | SBY | 1 | No | No | PL 6:30-9 1:30-4/2hr 9-1:30/15min 1a-5p | | 1 | No | No | None | |
| GOTHIC AVE | Donmetz | Chatsworth | Collector | SBY | 1 | No | No | None | | 1 | No | No | None | |
| GOTHIC AVE | Chatsworth | Lassen | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| WOODLEY AVE | Balboa | McLennan | Collector | SDY | 1 | No | No | None | | 1 | No | No | None | |
| WOODLEY AVE | McLennan | Nanette | Collector | SDY | 1 | No | No | None | | 1 | No | No | None | 30 |
| WOODLEY AVE | Nanette | Knollwood | Collector | SDY | 1 | No | No | None | 30 | 1 | No | No | None | |
| WOODLEY AVE | Knollwood | Pineridge | Collector | SDY | 1 | No | No | None | | 1 | No | No | None | 30 |
| WOODLEY AVE | Pineridge | Gerald | Collector | SDY | 1 | No | No | None | 15/25 | 1 | No | No | None | |
| WOODLEY AVE | Gerald | Gothic | Collector | SDY | 1 | No | No | None | 15 | 1 | No | No | None | 15/25 |
| WOODLEY AVE | Gothic | Collett | Collector | SDY | 1 | No | No | None | | 1 | No | No | None | 30/15 |
| WOODLEY AVE | Collett | Rinaldi | Collector | SDY | 1 | No | No | None | 30 | 1 | No | No | None | |
| WOODLEY AVE | Rinaldi | Simonds | Major Highway Class II | TWLTL | 2 | No | Yes | None | | 2 | No | Yes | NP 10p-5a | 25 |
| WOODLEY AVE | Simonds | Index | Major Highway Class II | SDY | 2 | No | Yes | None | | 2 | No | Yes | None | |
| WOODLEY AVE | Index | San Fern. Mission | Major Highway Class II | TWLTL | 2 | No | Yes | None | 40 | 2 | No | Yes | None | |
| WOODLEY AVE | San Fern. Mission | Horace | Major Highway Class II | DDY | 2 | No | Yes | None | | 2 | No | Yes | None | 40 |
| WOODLEY AVE | Horace | Tulsa | Major Highway Class II | DDY | 2 | No | Yes | None | | 2 | No | Yes | None | |
| WOODLEY AVE | Tulsa | Chatsworth | Major Highway Class II | TWLTL | 2 | No | Yes | None | | 2 | No | Yes | None | 25 |
| WOODLEY AVE | Chatsworth | San Jose | Major Highway Class II | TWLTL | 2 | No | Yes | None | 25 | 2 | No | Yes | None | 40 |
| WOODLEY AVE | San Jose | Devonshire | Major Highway Class II | TWLTL | 2 | No | Yes | None | 40 | 2 | No | Yes | None | 40 |
| WOODLEY AVE | Devonshire | Mayall | Major Highway Class II | TWLTL | 2 | No | Yes | None | | 2 | No | Yes | 2hr 8-6/None | 40 |
| WOODLEY AVE | Mayall | Lassen | Major Highway Class II | TWLTL | 2 | No | Yes | None | 40 | 2 | No | Yes | None | 25 |
| GAYNOR AVE | Rinaldi | Chatsworth | Collector | SBY | 1 | No | No | None | | 1 | No | No | None | |
| GAYNOR AVE | Chatsworth | Kingsbury | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| MONTGOMERY AVE | Kingsbury | San Jose | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| MONTGOMERY AVE | San Jose | Blackhawk | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| MONTGOMERY AVE | Blackhawk | Devonshire | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| MONTGOMERY AVE | Devonshire | Tuba | Collector | UD | 1 | No | No | None | | 1 | No | No | None | 15 |
| MONTGOMERY AVE | Tuba | Lemarsh | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| MONTGOMERY AVE | Lemarsh | Mayall | Collector | UD | 1 | No | No | None | 15 | 1 | No | No | None | |
| MONTGOMERY AVE | Mayall | Septo | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| MONTGOMERY AVE | Septo | Lassen | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| HASKELL AVE | Rinaldi | Index | Secondary | SDY | 2 | No | No | None | | 2 | No | No | None | |
| HASKELL AVE | Index | Lahey | Secondary | SDY | 2 | No | No | None | | 2 | No | No | None | |
| HASKELL AVE | Lahey | San Fern. Mission | Secondary | TWLTL | 2 | No | No | None | 35 | 2 | No | No | NPAT | |
| HASKELL AVE | San Fern. Mission | Tulsa | Secondary | SDY | 2 | No | No | None | | 2 | No | No | None | 35 |
| HASKELL AVE | Tulsa | Bermuda | Secondary | SDY | 2 | No | No | None | | 2 | No | No | None | |
| HASKELL AVE | Bermuda | Los Alimos | Secondary | SDY | 2 | No | No | None | | 2 | No | No | None | |
| HASKELL AVE | Los Alimos | Chatsworth | Secondary | SDY | 2 | No | No | None | 35 | 2 | No | No | None | |
| HASKELL AVE | Chatsworth | Kingsbury | Secondary | SDY | 2 | No | No | None | | 2 | No | No | None | 35 |
| HASKELL AVE | Kingsbury | San Jose | Secondary | SDY | 2 | No | No | None | | 2 | No | No | None | |
| HASKELL AVE | San Jose | Devonshire | Secondary | TWLTL | 2 | No | No | None | 35 | 2 | No | No | None | |
| HASKELL AVE | Devonshire | Tuba | Secondary | SDY | 2 | No | No | None | | 2 | No | No | None | |
| HASKELL AVE | Tuba | Lemarsh | Secondary | SDY | 2 | No | No | TANSAT/None | | 2 | No | No | None | 35 |
| HASKELL AVE | Lemarsh | Mayall | Secondary | SDY | 2 | No | No | None | | 2 | No | No | None | |
| HASKELL AVE | Mayall | Stare | Secondary | SDY | 2 | No | No | None | | 2 | No | No | None | 25 |
| HASKELL AVE | Stare | Septo | Secondary | TWLTL | 2 | No | No | None | | 2 | No | No | None | |
| HASKELL AVE | Septo | Lassen | Secondary | TWLTL | 2 | No | No | None | 25 | 2 | No | No | TANSAT | |
| SAN FERNANDO RD | Sierra Hwy | Ranch Rd | Major Highway Class II | SDY | 2 | No | No | TANSAT | | 2 | No | No | TANSAT | 45 |
| SAN FERNANDO RD | Ranch Rd | Balboa | Major Highway Class II | SDY | 2 | No | No | TANSAT | 30/45 | 2 | No | No | TANSAT | |
| SAN FERNANDO RD | Balboa | Sepulveda | Major Highway Class II | TWLTL | 2 | No | No | TANSAT | 45 | 2 | No | No | TANSAT | |
| SEPULVEDA BLVD | San Fernando | Roxford | Major Highway Class II | SDY | 2 | No | No | TANSAT | 45 | 2 | No | No | TANSAT | 45/15 |
| **SESNON BLVD** | **Cascade Canyon** | **Marcus** | Major Highway Class II | DDY | 2 | No | No | None | | 1 | No | No | None | |
| **SESNON BLVD** | **Marcus** | **Neon** | Major Highway Class II | DDY | 2 | No | No | None | 30 | 2 | No | No | None | 30 |
| **SESNON BLVD** | **Neon** | **Jolette** | Major Highway Class II | TWLTL | 2 | No | No | None | 35 | 2 | No | No | None | 35 |
| **SESNON BLVD** | **Jolette** | **Bronte** | Major Highway Class II | TWLTL | 2 | No | No | None | 35 | 2 | No | No | None | |
| **SESNON BLVD** | **Bronte** | **Tuscan** | Major Highway Class II | TWLTL | 2 | No | No | None | | 2 | No | No | None | |
| **SESNON BLVD** | **Tuscan** | **Meadowlark** | Major Highway Class II | TWLTL | 1 | No | No | None | | 2 | No | No | None | |
| **SESNON BLVD** | **Meadowlark** | **Orozco** | Major Highway Class II | SDY | 1 | No | No | TANP 10p-6a | | 1 | No | No | TANSAT | |
| **SESNON BLVD** | **Orozco** | **Constable** | Major Highway Class II | UD | 1 | No | No | None | | 1 | No | No | None | |
| **SESNON BLVD** | **Constable** | **Balboa** | Major Highway Class II | UD | 1 | No | No | None | | 1 | No | No | None | |
| **LISETTE ST** | **Jolette** | **Jimeno** | Collector | DASH | 1 | No | No | None | 15 | 1 | No | No | None | |
| **LISETTE ST** | **Jimeno** | **Balboa** | Collector | SDY | 1 | No | No | None | | 1 | No | No | None | 15 |
| **WESTBURY DR** | **Daryl** | **Henzie** | Collector | DASH | 1 | No | No | None | | 1 | No | No | None | |

| Segment | From | To | Roadway Classification | Median Type | Northbound/Eastbound | | | | | Southbound/Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Off Peak Lanes | Addt'l Peak Lane | Bike Lane | Parking Restrictions | Speed Limit | Off Peak Lanes | Addt'l Peak Lane | Bike Lane | Parking Restrictions | Speed Limit |
| WESTBURY DR | Henzie | Byron | Collector | DASH | 1 | No | No | None | 15 | 1 | No | No | None | 15 |
| WESTBURY DR | Byron | Lithuania | Collector | DASH | 1 | No | No | None | | 1 | No | No | None | |
| WESTBURY DR | Lithuania | El Oro | Collector | DASH | 1 | No | No | None | 15 | 1 | No | No | None | 15 |
| WESTBURY DR | El Oro | Balboa | Collector | DASH | 1 | No | No | None | | 1 | No | No | None | |
| ROSNICK PL | El Oro | McLennan | Collector | UD | 1 | No | No | TANS 7a-5p(School) | | 1 | No | No | None | |
| PINERIDGE DR | McLennan | Kenny | Collector | UD | 1 | No | No | None | 15 | 1 | No | No | None | 15 |
| PINERIDGE DR | Kenny | Catenia | Collector | UD | 1 | No | No | None | 15 | 1 | No | No | None | |
| PINERIDGE DR | Catenia | Knollwood | Collector | UD | 1 | No | No | None | | 1 | No | No | None | 15 |
| PINERIDGE DR | Knollwood | Woodley | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| SIGNATURE DR | Louise | El Oro | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| REXBON RD | Zelzah | Mayerling | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| MIDWOOD DR | El Oro | Balboa | Collector | SDY | 1 | No | No | None | | 1 | No | No | None | |
| SHAMHART DR | Knollwood | Woodley | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| MAYERLING ST | Shoshone | Babbitt | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| BARNESTON ST | Babbitt | Paso Robles | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| ARMSTEAD ST | Gerald | Gothic | Collector | UD | 1 | No | No | None | 15 | 1 | No | No | None | 15 |
| ARMSTEAD ST | Gothic | Woodley | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| RINALDI ST | Chimineas | Zelzah | Major Highway Class II | TWLTL | 2 | No | Yes | NPAT | 40 | 2 | No | Yes | NPAT | |
| RINALDI ST | Zelzah | Yarmouth | Major Highway Class II | TWLTL | 2 | No | Yes | None | 40 | 2 | No | Yes | None | |
| RINALDI ST | Yarmouth | Rancho Del Valle | Major Highway Class II | TWLTL | 2 | No | Yes | NPAT | 40 | 2 | No | Yes | NPAT | |
| RINALDI ST | Rancho Del Valle | Ridge Way | Major Highway Class II | TWLTL | 2 | No | Yes | None | | 2 | No | Yes | None | 40 |
| RINALDI ST | Ridge Way | Shoshone | Major Highway Class II | TWLTL | 2 | No | Yes | None | 25 | 2 | No | Yes | None | |
| RINALDI ST | Shoshone | Andasol | Major Highway Class II | TWLTL | 2 | No | Yes | None/15 min 7a-5p | 25 | 2 | No | Yes | None/TANS 7-5 | |
| RINALDI ST | Andasol | Louise | Major Highway Class II | TWLTL | 2 | No | Yes | None | | 2 | No | Yes | None | 40 |
| RINALDI ST | Louise | Babbitt | Major Highway Class II | TWLTL | 2 | No | Yes | None | 40 | 2 | No | Yes | None | |
| RINALDI ST | Babbitt | Amestoy | Major Highway Class II | TWLTL | 2 | No | Yes | None | | 2 | No | Yes | None | |
| RINALDI ST | Amestoy | Balboa | Major Highway Class II | TWLTL | 2 | No | Yes | None | | 2 | No | Yes | None | 40 |
| RINALDI ST | Balboa | Ruffner | Major Highway Class II | TWLTL | 2 | No | Yes | None | 40 | 2 | No | Yes | None | |
| RINALDI ST | Ruffner | Hayvenhurst | Major Highway Class II | TWLTL | 2 | No | Yes | None | 25 | 2 | No | Yes | None | 40/25 |
| RINALDI ST | Hayvenhurst | Odessa | Major Highway Class II | TWLTL | 2 | No | Yes | None | 40 | 2 | No | Yes | None | |
| RINALDI ST | Odessa | Swinton | Major Highway Class II | TWLTL | 2 | No | Yes | None | | 2 | No | Yes | None | |
| RINALDI ST | Swinton | Woodley | Major Highway Class II | TWLTL | 2 | No | Yes | None | 40 | 2 | No | Yes | None | |
| RINALDI ST | Woodley | Gaynor | Major Highway Class II | TWLTL | 2 | No | Yes | None | | 2 | No | Yes | None | |
| RINALDI ST | Gaynor | Haskell | Major Highway Class II | TWLTL | 2 | No | Yes | None | | 2 | No | Yes | TANSAT | |
| RINALDI ST | Haskell | Blucher | Major Highway Class II | TWLTL | 2 | No | Yes | None | 40 | 2 | No | Yes | TANSAT | |
| RINALDI ST | Blucher | 405 Fwy | Major Highway Class II | TWLTL | 2 | No | Yes | TANSAT | | 2 | No | Yes | TANSAT | |
| INDEX ST | Yarmouth | Aldea | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| INDEX ST | Aldea | Amestoy | Collector | UD | 1 | No | No | None | 15 | 1 | No | No | None | 15 |
| INDEX ST | Amestoy | Balboa | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| INDEX ST | Balboa | McLennan | Collector | UD | 1 | No | No | None | 15 | 1 | No | No | None | |
| INDEX ST | McLennan | Ruffner | Collector | UD | 1 | No | No | None | | 1 | No | No | None | 15 |
| INDEX ST | Ruffner | Danube | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| SAN FERNANDO MISSION | Chimineas | Lindley | Secondary | TWLTL | 1 | No | No | None | | 2 | No | No | None | |
| SAN FERNANDO MISSION | Lindley | Zelzah | Secondary | SDY | 1 | No | No | None | | 1 | No | No | None | 35 |
| SAN FERNANDO MISSION | Zelzah | Yarmouth | Secondary | SDY | 1 | No | No | TANSAT | 35 | 1 | No | No | None | |
| SAN FERNANDO MISSION | Yarmouth | Shoshone | Secondary | SDY | 1 | No | No | TANSAT | | 1 | No | No | TANSAT | |
| SAN FERNANDO MISSION | Shoshone | Encino | Secondary | SDY | 1 | No | No | None | | 1 | No | No | None | 35 |
| SAN FERNANDO MISSION | Encino | Andasol | Secondary | SDY | 1 | No | No | None | 35 | 1 | No | No | None | |
| SAN FERNANDO MISSION | Andasol | Louise | Secondary | SDY | 1 | No | No | None | | 1 | No | No | None | 35 |
| SAN FERNANDO MISSION | Louise | Amestoy | Secondary | SDY | 2 | No | No | None | 35 | 2 | No | No | None | |
| SAN FERNANDO MISSION | Amestoy | Paso Robles | Secondary | SDY | 2 | No | No | None | | 2 | No | No | None | |
| SAN FERNANDO MISSION | Paso Robles | Balboa | Secondary | SDY | 2 | No | No | None | | 2 | No | No | NPAT | |
| SAN FERNANDO MISSION | Balboa | Petit | Secondary | TWLTL | 2 | No | No | TANSAT | 35 | 2 | No | No | NPAT | |
| SAN FERNANDO MISSION | Petit | Ruffner | Secondary | TWLTL | 2 | No | No | TANSAT | | 2 | No | No | None | |
| SAN FERNANDO MISSION | Ruffner | Gerald | Secondary | SDY | 2 | No | No | None | 25 | 2 | No | No | None | 35 |
| SAN FERNANDO MISSION | Gerald | Hayvenhurst | Secondary | TWLTL | 2 | No | No | None | | 2 | No | | TANSAT | |
| SAN FERNANDO MISSION | Hayvenhurst | Monogram | Secondary | SDY | 2 | No | No | None | | 2 | No | | None | 25 |
| SAN FERNANDO MISSION | Monogram | Gothic | Secondary | SDY | 2 | No | No | None | 35 | 2 | No | | None | |
| SAN FERNANDO MISSION | Gothic | Haskell | Secondary | SDY | 2 | No | No | None | | 2 | No | No | None | |
| SAN FERNANDO MISSION | Haskell | Danube | Secondary | SDY | 2 | No | No | None | 35 | 2 | No | No | None | |
| SAN FERNANDO MISSION | Danube | Blucher | Secondary | SDY | 2 | No | No | None | | 2 | No | No | TANSAT | |
| SAN FERNANDO MISSION | Blucher | 405 Fwy | Secondary | SDY | 2 | No | No | NPAT | | 2 | No | No | TANSAT | |
| TULSA ST | Lindley | Louise | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| TULSA ST | Louise | Paso Robles | Collector | UD | 1 | No | No | None | 15 | 1 | No | No | None | 15 |
| TULSA ST | Paso Robles | Balboa | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| TULSA ST | Balboa | Hayvenhurst | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| TULSA ST | Hayvenhurst | Monogram | Collector | UD | 1 | No | No | None | | 1 | No | No | PL 6:30-9a 1:30-4/2hr 9-1:30 | |
| TULSA ST | Monogram | Gothic | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| TULSA ST | Woodley | Collett | Collector | SDY | 1 | No | No | None | | 1 | No | No | None | |
| TULSA ST | Collett | Densmore | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| TULSA ST | Densmore | Dempsey | Collector | UD | 1 | No | No | TANS 7a-5p | | 1 | No | No | None | |
| JONFIN ST | Gothic | end | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| CHATSWORTH ST | Etiwanda | Lindley | Secondary | DDY/TWLTL | 2 | No | No | None | 35 | 2 | No | No | None | |
| CHATSWORTH ST | Lindley | Zelzah | Secondary | TWLTL | 2 | No | No | NPAT | | 2 | No | No | NPAT | |
| CHATSWORTH ST | Zelzah | Yarmouth | Secondary | RM | 2 | No | No | 2hr 8-6 | | 2 | No | No | 2hr 8-6 | |
| CHATSWORTH ST | Yarmouth | White Oak | Secondary | RM | 2 | No | No | 2hr 8-6 | | 2 | No | No | 2hr 8-6 | 35 |
| CHATSWORTH ST | White Oak | Shoshone | Secondary | RM | 2 | No | No | 2hr 8-6 | 35 | 2 | No | No | 2hr 8-6 | |
| CHATSWORTH ST | Shoshone | Encino | Secondary | RM | 2 | No | No | 2hr 8-6 | | 2 | No | No | 2hr 8-6 | |
| CHATSWORTH ST | Encino | Andasol | Secondary | TWLTL | 2 | No | No | None | | 2 | No | No | None | |

| Segment | From | To | Roadway Classification | Median Type | Northbound/Eastbound | | | | | Southbound/Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Off Peak Lanes | Addt'l Peak Lane | Bike Lane | Parking Restrictions | Speed Limit | Off Peak Lanes | Addt'l Peak Lane | Bike Lane | Parking Restrictions | Speed Limit |
| **CHATSWORTH ST** | **Andasol** | **Louise** | Secondary | TWLTL | 2 | No | No | None | | 2 | No | No | None | 35 |
| **CHATSWORTH ST** | **Louise** | **Aldea** | Secondary | TWLTL | 2 | No | No | None | 35 | 2 | No | No | None | |
| **CHATSWORTH ST** | **Aldea** | **Genesta** | Secondary | TWLTL | 2 | No | No | None | | 2 | No | No | None | |
| **CHATSWORTH ST** | **Genesta** | **Balboa** | Secondary | TWLTL | 2 | No | No | None | | 2 | No | No | 1hr 8-6 | 35 |
| **CHATSWORTH ST** | **Balboa** | **Petit** | Secondary | SDY | 2 | No | No | TANSAT/None | 35 | 2 | No | No | None | |
| **CHATSWORTH ST** | **Petit** | **Hayvenhurst** | Secondary | SDY | 2 | No | No | TANSAT/None | 25 | 2 | No | No | None | 35 |
| **CHATSWORTH ST** | **Hayvenhurst** | **Debra** | Secondary | SDY | 2 | No | No | None | 35 | 2 | No | No | None | 25 |
| **CHATSWORTH ST** | **Debra** | **Gothic** | Secondary | SDY | 2 | No | No | None | | 2 | No | No | None | |
| **CHATSWORTH ST** | **Gothic** | **Swinton** | Secondary | SDY | 2 | No | No | None | 25 | 2 | No | No | None | 35 |
| **CHATSWORTH ST** | **Swinton** | **Woodley** | Secondary | DDY | 2 | No | No | None | | 2 | No | No | None | |
| **CHATSWORTH ST** | **Woodley** | **Gaviota** | Secondary | SDY | 2 | No | No | None | 35 | 2 | No | No | None | |
| **CHATSWORTH ST** | **Gaviota** | **Gaynor** | Secondary | SDY | 2 | No | No | None | 25 | 2 | No | No | None | 35 |
| **CHATSWORTH ST** | **Gaynor** | **Haskell** | Secondary | SDY | 2 | No | No | None | 35 | 2 | No | No | None | 25 |
| **CHATSWORTH ST** | **Haskell** | **Aqueduct** | Secondary | SDY | 2 | No | No | None | 35 | 2 | No | No | None | |
| **CHATSWORTH ST** | **Aqueduct** | **405 Fwy** | Secondary | SDY | 2 | No | No | None | | 2 | No | No | None | 35 |
| **SAN JOSE ST** | **Zelzah** | **Yarmouth** | Collector | UD | 1 | No | No | None | 30 | 1 | No | No | None | 25 |
| **SAN JOSE ST** | **Yarmouth** | **Jellico** | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| **SAN JOSE ST** | **Jellico** | **Shoshone** | Collector | UD | 1 | No | No | None | | 1 | No | No | None | 30 |
| **SAN JOSE ST** | **Shoshone** | **Encino** | Collector | UD | 1 | No | No | None | 30 | 1 | No | No | None | |
| **SAN JOSE ST** | **Encino** | **Bianca** | Collector | UD | 1 | No | No | None | | 1 | No | No | None | 30 |
| **SAN JOSE ST** | **Bianca** | **Andasol** | Collector | UD | 1 | No | No | None | 25 | 1 | No | No | None | |
| **SAN JOSE ST** | **Andasol** | **Genesta** | Collector | UD | 1 | No | No | 15min 7-5 | | 1 | No | No | 1hr 8-6 | |
| **SAN JOSE ST** | **Genesta** | **Balboa** | Collector | UD | 1 | No | No | None | | 1 | No | No | None | 30 |
| **SAN JOSE ST** | **Balboa** | **Danube** | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| **DEVONSHIRE ST** | **Etiwanda** | **Zelzah** | Major Highway Class II | TWLTL | 2 | No | No | None | | 2 | No | No | None | |
| **DEVONSHIRE ST** | **Lindley** | **Zelzah** | Major Highway Class II | TWLTL | 3 | No | No | None | | 2 | No | No | None | |
| **DEVONSHIRE ST** | **Zelzah** | **White Oak** | Major Highway Class II | TWLTL | 2 | No | No | None | 25 | 2 | No | No | NP 7a-5p/None | |
| **DEVONSHIRE ST** | **White Oak** | **Encino** | Major Highway Class II | TWLTL | 2 | No | No | None | 40 | 2 | No | No | None | 25 |
| **DEVONSHIRE ST** | **Encino** | **Andasol** | Major Highway Class II | TWLTL | 2 | No | No | None | 25 | 2 | No | No | None | 40 |
| **DEVONSHIRE ST** | **Andasol** | **Louise** | Major Highway Class II | TWLTL | 2 | No | No | None | | 2 | No | No | None | |
| **DEVONSHIRE ST** | **Louise** | **Amestoy** | Major Highway Class II | TWLTL | 2 | No | No | None | 25/40 | 2 | No | No | None | 25/40 |
| **DEVONSHIRE ST** | **Amestoy** | **Balboa** | Major Highway Class II | TWLTL | 2 | No | No | None | 40 | 2 | PM | No | TANS 7-9 4-7 | 40 |
| **DEVONSHIRE ST** | **Balboa** | **Petit** | Major Highway Class II | TWLTL | 3 | No | No | TANSAT | | 3 | PM | No | TANSAT/TANS 4-7 | |
| **DEVONSHIRE ST** | **Petit** | **Ruffner** | Major Highway Class II | DDY | 2 | No | No | None | | 2 | No | No | None | |
| **DEVONSHIRE ST** | **Ruffner** | **Hayvenhurst** | Major Highway Class II | TWLTL | 2 | No | No | None | | 2 | No | No | None | |
| **DEVONSHIRE ST** | **Hayvenhurst** | **Gothic** | Major Highway Class II | TWLTL | 2 | No | Yes | None | | 2 | No | Yes | None | |
| **DEVONSHIRE ST** | **Gothic** | **Woodley** | Major Highway Class II | TWLTL | 2 | No | Yes | None | | 2 | No | Yes | None | 40 |
| **DEVONSHIRE ST** | **Woodley** | **Montgomery** | Major Highway Class II | TWLTL | 2 | No | Yes | None | 40 | 2 | No | Yes | None | |
| **DEVONSHIRE ST** | **Montgomery** | **Densmore** | Major Highway Class II | TWLTL | 2 | No | Yes | None | | 2 | No | Yes | None | |
| **DEVONSHIRE ST** | **Densmore** | **Haskell** | Major Highway Class II | TWLTL | 2 | No | Yes | None | | 2 | No | Yes | None | 40 |
| **DEVONSHIRE ST** | **Haskell** | **Aqueduct** | Major Highway Class II | TWLTL | 2 | No | No | TANS 7-9 | 40 | 2 | No | No | TANS 4-6 | |
| **DEVONSHIRE ST** | **Aqueduct** | **Blucher** | Major Highway Class II | RM | 3 | No | No | NPAT | | 3 | No | No | NPAT/NPAT | |
| **DEVONSHIRE ST** | **Blucher** | **405 Fwy** | Major Highway Class II | RM | 3 | No | No | TANSAT | | 3 | No | No | TANSAT | |
| **MAYALL ST** | **Balboa** | **end** | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| **MAYALL ST** | **Ruffner** | **Odessa** | Collector | UD | 1 | No | No | None | | 1 | No | No | NP 7a-5p | |
| **MAYALL ST** | **Gothic** | **Haskell** | Collector | UD | 1 | No | No | None | | 1 | No | No | None | |
| **LASSEN ST** | **Balboa** | **Whitaker** | Secondary | TWLTL | 2 | No | No | None | | 2 | No | No | None | |
| **LASSEN ST** | **Whitaker** | **Petit** | Secondary | TWLTL | 2 | No | No | None | | 2 | No | No | None | |
| **LASSEN ST** | **Petit** | **Ruffner** | Secondary | DDY | 2 | No | No | None | 35 | 2 | No | No | None | 35 |
| **LASSEN ST** | **Ruffner** | **Hayvenhurst** | Secondary | TWLTL | 2 | No | No | None | | 2 | No | No | None | |
| **LASSEN ST** | **Hayvenhurst** | **Monogram** | Secondary | SDY | 2 | No | No | None | | 2 | No | No | None | |
| **LASSEN ST** | **Monogram** | **Gothic** | Secondary | SDY | 2 | No | No | None | 35 | 2 | No | No | None | |
| **LASSEN ST** | **Gothic** | **Woodley** | Secondary | TWLTL | 2 | No | No | None | 25 | 2 | No | No | None | 35 |
| **LASSEN ST** | **Woodley** | **Montgomery** | Secondary | TWLTL | 2 | No | No | None | 35 | 2 | No | No | None | 25 |
| **LASSEN ST** | **Montgomery** | **Gloria** | Secondary | TWLTL | 2 | No | No | None | | 2 | No | No | None | 35 |
| **LASSEN ST** | **Gloria** | **Haskell** | Secondary | TWLTL | 2 | No | No | None | | 2 | No | No | None | |
| **LASSEN ST** | **Haskell** | **Aqueduct** | Secondary | TWLTL | 2 | No | No | None | 35 | 2 | No | No | None | |
| **LASSEN ST** | **Aqueduct** | **405 Fwy** | Secondary | TWLTL | 2 | No | No | None | | 2 | No | No | None | |

*Speed limit posted in the field.

**Parking Restrictions** (Mid-Block, Typical Section)

| | | |
|---|---|---|
| None = No Restrictions (Parking OK) | TANSAT = Tow-Away No Stopping Any Time | PL = Passenger Loading |
| NPAT = No Parking Any Time | TANS 7-9 = Tow-Away No Stopping (Specify Hours) | |
| NP 7-9 = No Parking (Specify Hours) | 2HR 9-4 = Two-Hour Parking (Specify Hours) | |

**Median Type** (Mid-Block)

| | |
|---|---|
| UD = Undivided (No Striping) | RM = Raised Median |
| SDY = Single Double Yellow | TWLTL = Two-Way Left Turn Lane |
| DDY = Double Double Yellow | SBY = Single Broken Yellow |

| Segment | From | To | Roadway Classification | Capacity per Lane | Median Type | Northbound/Eastbound | | | | | Southbound/Westbound | | | | | Capacity | | Volumes | | V/C Ratio | | Level of Service | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Off Peak Lanes | Addt'l Peak Lane | Bike Lane | Parking Restrictions | Speed Limit | Off Peak Lanes | Addt'l Peak Lane | Bike Lane | Parking Restrictions | Speed Limit | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| LINDLEY AVE | San Fern. Mission | Ludlow | Collector | 600 | SBY | 1 | No | No | None | 15 | 1 | No | No | None | 15 | 600 | 600 | 37 | 49 | 0.062 | 0.082 | A | A |
| LINDLEY AVE | Ludlow | Horace | Collector | 600 | SBY | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 37 | 49 | 0.062 | 0.082 | A | A |
| LINDLEY AVE | Horace | Tulsa Pl | Collector | 600 | SBY | 1 | No | No | None | 15 | 1 | No | No | None | 15 | 600 | 600 | 37 | 49 | 0.062 | 0.082 | A | A |
| LINDLEY AVE | Tulsa Pl | Kingsbury | Collector | 600 | SBY | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 48 | 29 | 0.080 | 0.048 | A | A |
| LINDLEY AVE | Kingsbury | Hiawatha | Collector | 600 | SBY | 1 | No | No | TANS 7a-5p | | 1 | No | No | None | | 600 | 600 | 146 | 154 | 0.243 | 0.257 | A | A |
| LINDLEY AVE | Hiawatha | Devonshire | Collector | 600 | SBY | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 289 | 193 | 0.482 | 0.322 | A | A |
| ZELZAH AVE | End | Ridgeway | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 33 | 49 | 0.055 | 0.082 | A | A |
| ZELZAH AVE | Ridgeway | Newcastle | Collector | 600 | UD | 1 | No | No | TANP 10p-6a/None | 15 | 1 | No | No | TANP 10p-6a/None | 15 | 600 | 600 | 617 | 284 | 1.028 | 0.473 | F | A |
| ZELZAH AVE | Newcastle | Lerdo | Collector | 600 | UD | 1 | No | No | TANP 10p-6a | | 1 | No | No | TANP 10p-6a | | 600 | 600 | 617 | 284 | 1.028 | 0.473 | F | A |
| ZELZAH AVE | Lerdo | Rinaldi | Collector | 600 | UD | 1 | No | No | NPAT | | 1 | No | No | NPAT | | 600 | 600 | 617 | 284 | 1.028 | 0.473 | F | A |
| ZELZAH AVE | Rinaldi | Simonds | Secondary | 700 | TWLTL | 1 | No | No | TANSAX | | 1 | No | No | TANSAX | 30 | 700 | 700 | 44 | 20 | 0.063 | 0.029 | A | A |
| ZELZAH AVE | Simonds | Index | Secondary | 700 | DDY | 1 | No | No | TANSAX | | 1 | No | No | TANSAX | | 700 | 700 | 44 | 20 | 0.063 | 0.029 | A | A |
| ZELZAH AVE | Index | Donmetz | Secondary | 700 | SDY | 1 | No | No | TANSAX | 15 | 1 | No | No | TANSAX | 30 | 700 | 700 | 44 | 20 | 0.063 | 0.029 | A | A |
| ZELZAH AVE | Donmetz | Lahey | Secondary | 700 | SDY | 1 | No | No | TANSAX | | 1 | No | No | TANSAX | | 700 | 700 | 44 | 20 | 0.063 | 0.029 | A | A |
| ZELZAH AVE | Lahey | San Fern. Mission | Secondary | 700 | SDY | 1 | No | No | TANSAX | 30 | 1 | No | No | TANSAX | | 700 | 700 | 44 | 20 | 0.063 | 0.029 | A | A |
| ZELZAH AVE | San Fern. Mission | Horace | Secondary | 700 | SDY | 1 | No | No | None | | 1 | No | No | None | 35/25 | 700 | 700 | 369 | 209 | 0.527 | 0.299 | A | A |
| ZELZAH AVE | Horace | Tulsa St | Secondary | 700 | SDY | 1 | No | No | None | 25 | 1 | No | No | TANSAT | | 700 | 700 | 369 | 209 | 0.527 | 0.299 | A | A |
| ZELZAH AVE | Tulsa St | Tribune St | Secondary | 700 | SDY | 1 | No | No | None | | 1 | No | No | TANSAT | 35 | 700 | 700 | 369 | 209 | 0.527 | 0.299 | A | A |
| ZELZAH AVE | Tribune St | Los Alimos | Secondary | 700 | TWLTL | 1 | No | No | None | | 1 | No | No | None | | 700 | 700 | 336 | 478 | 0.480 | 0.683 | A | B |
| ZELZAH AVE | Los Alimos | Chatsworth | Secondary | 700 | TWLTL | 1 | No | No | None | 35 | 1 | No | No | None | | 700 | 700 | 336 | 478 | 0.480 | 0.683 | A | B |
| ZELZAH AVE | Chatsworth | Kingsbury | Secondary | 700 | TWLTL | 2 | No | No | None | | 2 | No | No | None | | 1400 | 1400 | 436 | 271 | 0.311 | 0.194 | A | A |
| ZELZAH AVE | Kingsbury | San Jose | Secondary | 700 | TWLTL | 2 | No | No | 2hr 8-6/None | | 2 | No | No | NP 7a-5p/None | 25 | 1400 | 1400 | 436 | 271 | 0.311 | 0.194 | A | A |
| ZELZAH AVE | San Jose | Hiawatha | Secondary | 700 | TWLTL | 2 | No | No | None | | 2 | No | No | TANS 7a-5p/None | | 1400 | 1400 | 701 | 508 | 0.501 | 0.363 | A | A |
| ZELZAH AVE | Hiawatha | Devonshire | Secondary | 700 | TWLTL | 2 | No | No | None | 25 | 2 | No | No | None | | 1400 | 1400 | 701 | 508 | 0.501 | 0.363 | A | A |
| WHITE OAK AVE | Rinaldi | San Fern. Mission | Major Highway Class II | 800 | TWLTL | 2 | No | No | TANSAT/None | | 2 | No | No | TANSAT/None | | 1600 | 1600 | 31 | 15 | 0.019 | 0.009 | A | A |
| WHITE OAK AVE | San Fern. Mission | Los Alimos | Major Highway Class II | 800 | TWLTL | 1 | No | No | TANSAT/None | | 1 | No | No | TANSAT/None | | 800 | 800 | 257 | 214 | 0.321 | 0.268 | A | A |
| WHITE OAK AVE | Los Alimos | Chatsworth | Major Highway Class II | 800 | TWLTL | 1 | No | No | 2hr 8-6 | | 1 | No | No | 2hr 8-6 | | 800 | 800 | 180 | 162 | 0.225 | 0.203 | A | A |
| WHITE OAK AVE | Chatsworth | Kingsbury | Major Highway Class II | 800 | TWLTL | 1 | No | No | 2hr 8-6 | | 1 | No | No | 2hr 8-6 | 35 | 800 | 800 | 209 | 155 | 0.261 | 0.194 | A | A |
| WHITE OAK AVE | Kingsbury | San Jose | Major Highway Class II | 800 | TWLTL | 1 | No | No | None | | 1 | No | No | None | | 800 | 800 | 209 | 155 | 0.261 | 0.194 | A | A |
| WHITE OAK AVE | San Jose | Devonshire | Major Highway Class II | 800 | TWLTL | 2 | No | No | TANSAT/NPAT | 25 | 2 | No | No | PL 6:30-9a 1:30-4p/2hr 9-1:30/NP 8a-6p | | 1600 | 1600 | 65 | 81 | 0.041 | 0.051 | A | A |
| MAYERLING ST | Rexbon | Lerdo | Collector | 600 | UD | 1 | No | No | None | 15 | 1 | No | No | PL 6:30-9a 1:30-4p/2hr 9-1:30/NP 8a-6p | | 600 | 600 | 45 | 38 | 0.075 | 0.063 | A | A |
| MAYERLING ST | Lerdo | Wood Ranch | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | PL 6:30-9a 1:30-4p/2hr 9-1:30/NP 8a-6p | | 600 | 600 | 45 | 38 | 0.075 | 0.063 | A | A |
| MAYERLING ST | Wood Ranch | Jellico | Collector | 600 | UD | 1 | No | No | None/NPAT | | 1 | No | No | PL 6:30-9a 1:30-4p/2hr 9-1:30/NP 8a-6p | | 600 | 600 | 19 | 14 | 0.032 | 0.023 | A | A |
| MAYERLING ST | Jellico | Shoshone | Collector | 600 | UD | 1 | No | No | None | 15 | 1 | No | No | PL 6:30-9a 1:30-4p/2hr 9-1:30/NP 8a-6p | 15 | 600 | 600 | 19 | 14 | 0.032 | 0.023 | A | A |
| DARYL AVE | Trosa | Bradford | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 52 | 29 | 0.087 | 0.048 | A | A |
| MEADOWLARK AVE | Sesnon | Westbury | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 31 | 40 | 0.052 | 0.067 | A | A |
| NUGENT DR | Westbury | Angelaine | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | 15 | 600 | 600 | 26 | 49 | 0.043 | 0.082 | A | A |
| NUGENT DR | Angelaine | Bradford | Collector | 600 | UD | 1 | No | No | None | 15 | 1 | No | No | None | | 600 | 600 | 35 | 44 | 0.058 | 0.073 | A | A |
| NUGENT DR | Bradford | Shoshone | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 135 | 55 | 0.225 | 0.092 | A | A |
| SHOSHONE AVE | Nugent | Highwater | Collector | 600 | SBY | 1 | No | No | TANSAT | | 1 | No | No | TANSAT | | 600 | 600 | 341 | 164 | 0.568 | 0.273 | A | A |
| SHOSHONE AVE | Highwater | Mayerling | Collector | 600 | UD | 1 | No | No | NPAT | | 1 | No | No | None | | 600 | 600 | 341 | 164 | 0.568 | 0.273 | A | A |
| SHOSHONE AVE | Mayerling | Flanders | Collector | 600 | SBY | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 539 | 198 | 0.898 | 0.330 | D | A |
| SHOSHONE AVE | Flanders | Rinaldi | Collector | 600 | SBY | 1 | No | No | TANS 7a-5p | | 1 | No | No | None | | 600 | 600 | 539 | 198 | 0.898 | 0.330 | D | A |
| TROSA ST | Jolette | Neon Way | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 52 | 29 | 0.087 | 0.048 | A | A |
| JOLETTE AVE | Garris | Nanette | Collector | 600 | SBY | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 143 | 72 | 0.238 | 0.120 | A | A |
| JOLETTE AVE | Nanette | Dorina | Collector | 600 | SBY | 1 | No | No | None | 15 | 1 | No | No | None | 15 | 600 | 600 | 150 | 52 | 0.250 | 0.087 | A | A |
| JOLETTE AVE | Dorina | Darla | Collector | 600 | SBY | 1 | No | No | None | 15 | 1 | No | No | None | | 600 | 600 | 150 | 52 | 0.250 | 0.087 | A | A |
| JOLETTE AVE | Darla | Westbury | Collector | 600 | SBY | 1 | No | No | None | 30 | 1 | No | No | None | | 600 | 600 | 150 | 52 | 0.250 | 0.087 | A | A |
| JOLETTE AVE | Westbury | Paulette | Collector | 600 | SBY | 1 | No | No | None | | 1 | No | No | None | 30 | 600 | 600 | 200 | 115 | 0.333 | 0.192 | A | A |
| JOLETTE AVE | Paulette | Jeanine | Collector | 600 | SBY | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 200 | 115 | 0.333 | 0.192 | A | A |
| JOLETTE AVE | Jeanine | Rosnick | Collector | 600 | SBY | 1 | No | No | None | 15 | 1 | No | No | None | 15 | 600 | 600 | 200 | 115 | 0.333 | 0.192 | A | A |
| JOLETTE AVE | Rosnick | Balboa | Collector | 600 | SDY | 1 | No | No | None | 15 | 1 | No | No | None | 15 | 600 | 600 | 442 | 276 | 0.737 | 0.460 | C | A |
| BRADFORD PL | Cascade Canyon | Nugent | Collector | 600 | UD | 1 | No | No | None | 20 | 1 | No | No | None | 20 | 600 | 600 | 52 | 29 | 0.087 | 0.048 | A | A |
| BRADFORD PL | Nugent | Tilford | Collector | 600 | SBY | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 27 | 83 | 0.045 | 0.138 | A | A |
| BRADFORD PL | Tilford | Firma | Collector | 600 | SBY | 1 | No | No | NP 7a-5p | | 1 | No | No | None | | 600 | 600 | 27 | 83 | 0.045 | 0.138 | A | A |
| BRADFORD PL | Firma | Sunderland | Collector | 600 | SBY | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 27 | 83 | 0.045 | 0.138 | A | A |
| BRADFORD PL | Sunderland | Bambi | Collector | 600 | SBY | 1 | No | No | None | | 1 | No | No | None | 30 | 600 | 600 | 30 | 25 | 0.050 | 0.042 | A | A |
| BRADFORD PL | Bambi | Jeanette | Collector | 600 | SBY | 1 | No | No | None | 25 | 1 | No | No | None | | 600 | 600 | 30 | 25 | 0.050 | 0.042 | A | A |
| BRADFORD PL | Jeanette | Dresden | Collector | 600 | SBY | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 30 | 25 | 0.050 | 0.042 | A | A |
| BRADFORD PL | Dresden | Mindora | Collector | 600 | SDY | 1 | No | No | None | 30 | 1 | No | No | None | | 600 | 600 | 30 | 25 | 0.050 | 0.042 | A | A |
| BRADFORD PL | Mindora | Signature | Collector | 600 | SDY | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 30 | 25 | 0.050 | 0.042 | A | A |
| EL ORO WAY | Rosnick | Ceredo | Collector | 600 | SBY | 1 | No | No | PL 6:30-9 1:30-4/2hr 9-1:30 | | 1 | No | No | None | | 600 | 600 | 1 | 39 | 0.002 | 0.065 | A | A |
| EL ORO WAY | Ceredo | Mandarin | Collector | 600 | SBY | 1 | No | No | NPAT | | 1 | No | No | None | | 600 | 600 | 1 | 39 | 0.002 | 0.065 | A | A |
| EL ORO WAY | Mandarin | Signature | Collector | 600 | SBY | 1 | No | No | None | 15 | 1 | No | No | None | | 600 | 600 | 1 | 50 | 0.002 | 0.083 | A | A |
| EL ORO WAY | Signature | Paso Robles | Collector | 600 | SBY | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 2 | 3 | 0.003 | 0.005 | A | A |
| EL ORO WAY | Paso Robles | Midwood | Collector | 600 | SBY | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 204 | 67 | 0.340 | 0.112 | A | A |
| EL ORO WAY | Midwood | Paso Robles | Collector | 600 | SBY | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 204 | 67 | 0.340 | 0.112 | A | A |
| PASO ROBLES AVE | Midwood | Barneston | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | 15 | 600 | 600 | 31 | 34 | 0.052 | 0.057 | A | A |
| PASO ROBLES AVE | Barneston | Galesberg | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 31 | 34 | 0.052 | 0.057 | A | A |
| PASO ROBLES AVE | Galesberg | Lorillard | Collector | 600 | UD | 1 | No | No | None | 15 | 1 | No | No | None | | 600 | 600 | 31 | 34 | 0.052 | 0.057 | A | A |
| PASO ROBLES AVE | Lorillard | Gunther | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 31 | 34 | 0.052 | 0.057 | A | A |

| Segment | From | To | Roadway Classification | Capacity per Lane | Median Type | Northbound/Eastbound | | | | | Southbound/Westbound | | | | | Capacity | | Volumes | | V/C Ratio | | Level of Service | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Off Peak Lanes | Addt'l Peak Lane | Bike Lane | Parking Restrictions | Speed Limit | Off Peak Lanes | Addt'l Peak Lane | Bike Lane | Parking Restrictions | Speed Limit | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| PASO ROBLES AVE | Gunther | Halsey | Collector | 600 | UD | 1 | No | No | None | 15 | 1 | No | No | None | 15 | 600 | 600 | 31 | 34 | 0.052 | 0.057 | A | A |
| ENCINO AVE | Rinaldi | Kalisher | Collector | 600 | SBY | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 164 | 65 | 0.273 | 0.108 | A | A |
| ENCINO AVE | Kalisher | Index | Collector | 600 | SBY | 1 | No | No | TANSAT/None | 15 | 1 | No | No | TANSAT/None | 15 | 600 | 600 | 164 | 65 | 0.273 | 0.108 | A | A |
| ENCINO AVE | Index | Donmetz | Collector | 600 | SBY | 1 | No | No | None | 15 | 1 | No | No | None | 15 | 600 | 600 | 26 | 12 | 0.043 | 0.020 | A | A |
| ENCINO AVE | Donmetz | Lahey | Collector | 600 | SBY | 1 | No | No | None | 15 | 1 | No | No | None | | 600 | 600 | 16 | 6 | 0.027 | 0.010 | A | A |
| ENCINO AVE | Lahey | San Fern. Mission | Collector | 600 | SBY | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 16 | 6 | 0.027 | 0.010 | A | A |
| ENCINO AVE | San Fern. Mission | Ludlow | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 20 | 10 | 0.033 | 0.017 | A | A |
| ENCINO AVE | Ludlow | Horace | Collector | 600 | UD | 1 | No | No | None | 15 | 1 | No | No | None | 15 | 600 | 600 | 20 | 10 | 0.033 | 0.017 | A | A |
| ENCINO AVE | Horace | Tulsa | Collector | 600 | UD | 1 | No | No | None | 15 | 1 | No | No | None | 15 | 600 | 600 | 20 | 10 | 0.033 | 0.017 | A | A |
| ENCINO AVE | Tulsa | Tribune | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 51 | 36 | 0.085 | 0.060 | A | A |
| ENCINO AVE | Tribune | Los Alimos | Collector | 600 | UD | 1 | No | No | None | 15 | 1 | No | No | None | 15 | 600 | 600 | 51 | 36 | 0.085 | 0.060 | A | A |
| ENCINO AVE | Los Alimos | Chatsworth | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 79 | 74 | 0.132 | 0.123 | A | A |
| ENCINO AVE | Chatsworth | Kingsbury | Collector | 600 | UD | 1 | No | No | NPAT/1hr 8-6 | | 1 | No | No | NPAT/1hr 8-6 | | 600 | 600 | 118 | 56 | 0.197 | 0.093 | A | A |
| ENCINO AVE | Kingsbury | San Jose | Collector | 600 | UD | 1 | No | No | None | 15 | 1 | No | No | None | 15 | 600 | 600 | 11 | 12 | 0.018 | 0.020 | A | A |
| ENCINO AVE | San Jose | Hiawatha | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 44 | 45 | 0.073 | 0.075 | A | A |
| ENCINO AVE | Hiawatha | Blackhawk | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | 15 | 600 | 600 | 44 | 45 | 0.073 | 0.075 | A | A |
| ENCINO AVE | Blackhawk | Devonshire | Collector | 600 | UD | 1 | No | No | None | 15 | 1 | No | No | None | | 600 | 600 | 44 | 45 | 0.073 | 0.075 | A | A |
| LOUISE AVE | Nugent | Andasol | Collector | 600 | SBY | 1 | No | No | None | 15 | 1 | No | No | None | 15 | 600 | 600 | 15 | 18 | 0.025 | 0.030 | A | A |
| LOUISE AVE | Andasol | Signature | Collector | 600 | SBY | 1 | No | No | None | 30 | 1 | No | No | None | | 600 | 600 | 2 | 4 | 0.003 | 0.007 | A | A |
| LOUISE AVE | Signature | Barneston Ct | Collector | 600 | SBY | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 43 | 40 | 0.072 | 0.067 | A | A |
| LOUISE AVE | Barneston Ct | Mayerling | Collector | 600 | SBY | 1 | No | No | None | 30 | 1 | No | No | None | | 600 | 600 | 126 | 60 | 0.210 | 0.100 | A | A |
| LOUISE AVE | Mayerling | Bircher | Collector | 600 | SBY | 1 | No | No | None | | 1 | No | No | None | 30 | 600 | 600 | 113 | 70 | 0.188 | 0.117 | A | A |
| LOUISE AVE | Bircher | Flanders | Collector | 600 | SBY | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 113 | 70 | 0.188 | 0.117 | A | A |
| LOUISE AVE | Flanders | Rinaldi | Collector | 600 | SDY | 1 | No | No | None | 30 | 1 | No | No | None | | 600 | 600 | 113 | 70 | 0.188 | 0.117 | A | A |
| LOUISE AVE | Rinaldi | Index | Secondary | 700 | TWLTL | 2 | No | No | TANSAT/None | | 1 | No | No | TANSAT/None | | 1400 | 700 | 21 | 10 | 0.015 | 0.014 | A | A |
| LOUISE AVE | Index | Lahey | Secondary | 700 | SDY | 2 | No | No | None | | 1 | No | No | None | | 1400 | 700 | 150 | 57 | 0.107 | 0.081 | A | A |
| LOUISE AVE | Lahey | San Fern. Mission | Secondary | 700 | SDY | 2 | No | No | None | 35 | 1 | No | No | None | | 1400 | 700 | 232 | 107 | 0.166 | 0.153 | A | A |
| LOUISE AVE | San Fern. Mission | Los Alimos | Secondary | 700 | SDY | 1 | No | No | None | | 1 | No | No | None | | 700 | 700 | 174 | 109 | 0.249 | 0.156 | A | A |
| LOUISE AVE | Los Alimos | Chatsworth | Secondary | 700 | SDY | 1 | No | No | None | 35 | 1 | No | No | None | | 700 | 700 | 113 | 90 | 0.161 | 0.129 | A | A |
| LOUISE AVE | Chatsworth | Kingsbury | Secondary | 700 | SDY | 2 | No | No | None | | 2 | No | No | None | 35 | 1400 | 1400 | 116 | 85 | 0.083 | 0.061 | A | A |
| LOUISE AVE | Kingsbury | Germain | Secondary | 700 | SDY | 2 | No | No | None | | 2 | No | No | None | | 1400 | 1400 | 116 | 85 | 0.083 | 0.061 | A | A |
| LOUISE AVE | Germain | San Jose | Secondary | 700 | SDY | 2 | No | No | None | 35 | 2 | No | No | None | 25 | 1400 | 1400 | 116 | 85 | 0.083 | 0.061 | A | A |
| LOUISE AVE | San Jose | Hiawatha | Secondary | 700 | SDY | 2 | No | No | None | | 2 | No | No | NP 7a-5p | | 1400 | 1400 | 228 | 214 | 0.163 | 0.153 | A | A |
| LOUISE AVE | Hiawatha | Devonshire | Secondary | 700 | SDY | 2 | No | No | None | | 2 | No | No | TANSAT/NP 7a-5p | | 1400 | 1400 | 228 | 214 | 0.163 | 0.153 | A | A |
| AMESTOY AVE | Index | Donmetz | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 38 | 40 | 0.063 | 0.067 | A | A |
| AMESTOY AVE | Donmetz | Lahey | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | 20 | 600 | 600 | 66 | 103 | 0.110 | 0.172 | A | A |
| AMESTOY AVE | Lahey | Devonshire | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 232 | 225 | 0.387 | 0.375 | A | A |
| BALBOA RD | San Fernando | Balboa Blvd | Secondary | 700 | SDY | 1 | No | No | TANSAT | | 1 | No | No | TANSAT | | 700 | 700 | 2,119 | 1,083 | 3.027 | 1.547 | F | F |
| BALBOA BLVD | Foothill | Balboa Rd | Major Highway Class II | 800 | DDY | 1 | No | No | TANSAT | | 1 | No | No | TANSAT | | 800 | 800 | 133 | 187 | 0.166 | 0.234 | A | A |
| BALBOA BLVD | Balboa Rd | Timber Ridge | Major Highway Class II | 800 | DDY | 2 | No | Yes | TANSAT | | 2 | No | Yes | None | 45 | 1600 | 1600 | 2,236 | 1,254 | 1.398 | 0.784 | F | C |
| BALBOA BLVD | Timber Ridge | Sesnon | Major Highway Class II | 800 | DDY | 2 | No | Yes | TANSAT | 45 | 2 | No | Yes | None | 45 | 1600 | 1600 | 2,236 | 1,254 | 1.398 | 0.784 | F | C |
| BALBOA BLVD | Sesnon | Orozco | Major Highway Class II | 800 | DDY | 2 | No | Yes | TANSAT | | 2 | No | Yes | None | 40 | 1600 | 1600 | 2,236 | 1,254 | 1.398 | 0.784 | F | C |
| BALBOA BLVD | Orozco | Tennyson | Major Highway Class II | 800 | TWLTL | 2 | No | Yes | TANSAT | | 2 | No | Yes | None | | 1600 | 1600 | 2,147 | 1,076 | 1.342 | 0.673 | F | B |
| BALBOA BLVD | Tennyson | Woodley | Major Highway Class II | 800 | TWLTL | 3 | No | Yes | TANSAT | | 2 | No | Yes | None | | 2400 | 1600 | 2,147 | 1,076 | 0.895 | 0.673 | D | B |
| BALBOA BLVD | Woodley | Colven | Major Highway Class II | 800 | TWLTL | 2 | PM | No | TANS 3-7 | | 2 | AM | No | TANS 7-9 | | 2400 | 1600 | 2,291 | 1,108 | 0.955 | 0.693 | E | B |
| BALBOA BLVD | Colven | Pineridge | Major Highway Class II | 800 | TWLTL | 2 | PM | No | TANS 3-7 | 45 | 2 | AM | No | TANS 7-9 | 45 | 2400 | 1600 | 2,241 | 1,117 | 0.934 | 0.698 | E | B |
| BALBOA BLVD | Pineridge | Knollwood | Major Highway Class II | 800 | TWLTL | 2 | PM | No | TANS 3-7 | 25 | 2 | AM | No | TANS 7-9 | 40/25 | 2400 | 1600 | 2,791 | 1,451 | 1.163 | 0.907 | F | E |
| BALBOA BLVD | Knollwood | Midwood | Major Highway Class II | 800 | TWLTL | 3 | No | No | TANSAT | 40 | 2 | AM | No | TANS 7-9 | | 2400 | 1600 | 2,791 | 1,451 | 1.163 | 0.907 | F | E |
| BALBOA BLVD | Midwood | Lorillard | Major Highway Class II | 800 | TWLTL | 2 | PM | No | TANS 3-7/NPAT | 40 | 2 | AM | No | TANS 7-9 | 40 | 2400 | 1600 | 2,587 | 1,386 | 1.078 | 0.866 | F | D |
| BALBOA BLVD | Lorillard | Halsey | Major Highway Class II | 800 | TWLTL | 2 | PM | No | TANS 3-7 | | 2 | AM | No | TANS 7-9 | 40 | 2400 | 1600 | 2,796 | 1,462 | 1.165 | 0.914 | F | E |
| BALBOA BLVD | Halsey | Rinaldi | Major Highway Class II | 800 | TWLTL | 2 | PM | No | TANS 3-7 | 40 | 2 | AM | No | TANS 7-9 | 40 | 2400 | 1600 | 2,782 | 1,444 | 1.159 | 0.903 | F | E |
| BALBOA BLVD | Rinaldi | Index | Major Highway Class II | 800 | TWLTL | 2 | PM | No | TANS 3-7 | | 2 | AM | No | TANS 7-9 | | 2400 | 1600 | 2,692 | 1,245 | 1.122 | 0.778 | F | C |
| BALBOA BLVD | Index | San Fern. Mission | Major Highway Class II | 800 | TWLTL | 2 | PM | No | TANS 3-7 | | 2 | AM | No | TANS 7-9 | | 2400 | 1600 | 1,481 | 923 | 0.617 | 0.577 | B | A |
| BALBOA BLVD | San Fern. Mission | Tulsa | Major Highway Class II | 800 | TWLTL | 2 | PM | No | TANS 3-7 | | 2 | AM | No | TANS 7-9 | | 2400 | 1600 | 1,578 | 805 | 0.658 | 0.503 | B | A |
| BALBOA BLVD | Tulsa | Los Alimos | Major Highway Class II | 800 | TWLTL | 2 | PM | No | TANS 3-7 | | 2 | AM | No | TANS 7-9 | | 2400 | 1600 | 1,603 | 764 | 0.668 | 0.478 | B | A |
| BALBOA BLVD | Los Alimos | Chatsworth | Major Highway Class II | 800 | TWLTL | 2 | PM | No | TANS 3-7 | | 2 | AM | No | TANS 7-9 | | 2400 | 1600 | 1,603 | 764 | 0.668 | 0.478 | B | A |
| BALBOA BLVD | Chatsworth | Kingsbury | Major Highway Class II | 800 | TWLTL | 2 | PM | No | TANS 3-7 | | 3 | No | No | TANSAT | 35 | 2400 | 2400 | 1,714 | 862 | 0.714 | 0.359 | C | A |
| BALBOA BLVD | Kingsbury | Germain | Major Highway Class II | 800 | TWLTL | 2 | PM | No | TANS 3-7 | | 2 | AM | No | TANS 7-9 | | 2400 | 1600 | 1,714 | 862 | 0.714 | 0.539 | C | A |
| BALBOA BLVD | Germain | San Jose | Major Highway Class II | 800 | TWLTL | 2 | PM | No | TANS 3-7 | | 2 | AM | No | TANS 7-9 | | 2400 | 1600 | 1,714 | 862 | 0.714 | 0.539 | C | A |
| BALBOA BLVD | San Jose | Blackhawk | Major Highway Class II | 800 | TWLTL | 2 | PM | No | TANSAT/TANS 3-7 | | 2 | AM | No | TANSAT/TANS 7-8 | | 2400 | 1600 | 1,656 | 714 | 0.690 | 0.446 | B | A |
| BALBOA BLVD | Blackhawk | Devonshire | Major Highway Class II | 800 | TWLTL | 3 | No | No | TANSAT | 35 | 3 | No | No | TANSAT | | 2400 | 2400 | 1,656 | 714 | 0.690 | 0.298 | B | A |
| PETIT AVE | Tulsa | Tribune | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 5 | 49 | 0.008 | 0.082 | A | A |
| PETIT AVE | Tribune | Los Alimos | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 5 | 49 | 0.008 | 0.082 | A | A |
| PETIT AVE | Los Alimos | Chatsworth | Collector | 600 | SBY | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 5 | 49 | 0.008 | 0.082 | A | A |
| PETIT AVE | Chatsworth | Kingsbury | Collector | 600 | SBY | 1 | No | No | None | 15 | 1 | No | No | None | | 600 | 600 | 47 | 38 | 0.078 | 0.063 | A | A |
| PETIT AVE | Kingsbury | Germain | Collector | 600 | SBY | 1 | No | No | None | 15 | 1 | No | No | None | | 600 | 600 | 47 | 38 | 0.078 | 0.063 | A | A |
| PETIT AVE | Germain | San Jose | Collector | 600 | SBY | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 47 | 38 | 0.078 | 0.063 | A | A |
| PETIT AVE | San Jose | Minnehaha | Collector | 600 | SBY | 1 | No | No | None | | 1 | No | No | None | 15 | 600 | 600 | 49 | 40 | 0.082 | 0.067 | A | A |
| PETIT AVE | Minnehaha | Blackhawk | Collector | 600 | SBY | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 49 | 40 | 0.082 | 0.067 | A | A |
| PETIT AVE | Blackhawk | Devonshire | Collector | 600 | SBY | 1 | No | No | None | 15 | 1 | No | No | None | | 600 | 600 | 185 | 94 | 0.308 | 0.157 | A | A |
| PETIT AVE | Devonshire | Romar | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 35 | 47 | 0.058 | 0.078 | A | A |
| RUFFNER AVE | Flanders | Lassen | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 77 | 73 | 0.128 | 0.122 | A | A |
| KNOLLWOOD DR | Pineridge | Sarazen | Collector | 600 | SBY | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 35 | 28 | 0.058 | 0.047 | A | A |
| KNOLLWOOD DR | Sarazen | Demaret | Collector | 600 | SBY | 1 | No | No | None | | 1 | No | No | None | 25 | 600 | 600 | 35 | 28 | 0.058 | 0.047 | A | A |
| KNOLLWOOD DR | Demaret | Susan | Collector | 600 | SBY | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 35 | 28 | 0.058 | 0.047 | A | A |
| KNOLLWOOD DR | Susan | Balboa | Collector | 600 | SBY | 1 | No | No | None/NPAT | | 1 | No | No | None/NP 10p-5a | 25 | 600 | 600 | 116 | 53 | 0.193 | 0.088 | A | A |
| GERALD AVE | Shamhart | Midwood | Collector | 600 | UD | 1 | No | No | None | 15 | 1 | No | No | None | 15 | 600 | 600 | 2 | 2 | 0.003 | 0.003 | A | A |

| Segment | From | To | Roadway Classification | Capacity per Lane | Median Type | Northbound/Eastbound | | | | | Southbound/Westbound | | | | | Capacity | | Volumes | | V/C Ratio | | Level of Service | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Off Peak Lanes | Addt'l Peak Lane | Bike Lane | Parking Restrictions | Speed Limit | Off Peak Lanes | Addt'l Peak Lane | Bike Lane | Parking Restrictions | Speed Limit | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| GERALD AVE | Midwood | Barneston | Collector | 600 | UD | 1 | No | No | PL 6:30-9 1:30-4/2hr 9-1:30/TANS 7a-5p | 15 | 1 | No | No | None | 15 | 600 | 600 | 2 | 2 | 0.003 | 0.003 | A | A |
| GERALD AVE | Barneston | Armstead | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 2 | 2 | 0.003 | 0.003 | A | A |
| HAYVENHURST | Rinaldi | Simonds | Secondary | 700 | SDY | 2 | No | No | None | | 2 | No | No | None | 35 | 1400 | 1400 | 494 | 272 | 0.353 | 0.194 | A | A |
| HAYVENHURST | Simonds | Index | Secondary | 700 | SDY | 2 | No | No | TANP 6p-6a | 35 | 2 | No | No | TANP 6p-6a | | 1400 | 1400 | 149 | 790 | 0.106 | 0.564 | A | A |
| HAYVENHURST | Index | San Fern. Mission | Secondary | 700 | SDY | 2 | No | No | None | | 2 | No | No | None | 25 | 1400 | 1400 | 1,198 | 488 | 0.856 | 0.349 | D | A |
| HAYVENHURST | San Fern. Mission | Horace | Secondary | 700 | SDY | 2 | No | No | None | 25 | 2 | No | No | None | 25 | 1400 | 1400 | 1,063 | 553 | 0.759 | 0.395 | C | A |
| HAYVENHURST | Horace | Tulsa | Secondary | 700 | SDY | 2 | No | No | TANS 7a-5p/PL 6:30a-9a 1:30p-4p/2hr 9-1:30 | | 2 | No | No | None | | 1400 | 1400 | 900 | 365 | 0.643 | 0.261 | B | A |
| HAYVENHURST | Tulsa | Chatsworth | Secondary | 700 | SDY | 2 | No | No | None | | 2 | No | No | None | | 1400 | 1400 | 625 | 164 | 0.446 | 0.117 | A | A |
| HAYVENHURST | Chatsworth | San Jose | Secondary | 700 | SDY | 2 | No | No | None | 25 | 2 | No | No | None | 35 | 1400 | 1400 | 647 | 288 | 0.462 | 0.206 | A | A |
| HAYVENHURST | San Jose | Blackhawk | Secondary | 700 | SDY | 2 | No | No | None | | 2 | No | No | None | | 1400 | 1400 | 429 | 199 | 0.306 | 0.142 | A | A |
| HAYVENHURST | Blackhawk | Devonshire | Secondary | 700 | SDY | 2 | No | No | TANSAT | 35 | 2 | No | No | None | | 1400 | 1400 | 575 | 232 | 0.411 | 0.166 | A | A |
| HAYVENHURST | Devonshire | Mayall | Secondary | 700 | SDY | 2 | No | No | None | | 2 | No | No | None | 35 | 1400 | 1400 | 510 | 186 | 0.364 | 0.133 | A | A |
| HAYVENHURST | Mayall | Vintage | Secondary | 700 | SDY | 2 | No | No | None | | 2 | No | No | None | | 1400 | 1400 | 510 | 186 | 0.364 | 0.133 | A | A |
| HAYVENHURST | Vintage | Lassen | Secondary | 700 | TWLTL | 2 | No | No | None | 35 | 2 | No | No | None | | 1400 | 1400 | 600 | 241 | 0.429 | 0.172 | A | A |
| GOTHIC AVE | Woodley | Rinaldi | Collector | 600 | SBY | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 4 | 29 | 0.007 | 0.048 | A | A |
| GOTHIC AVE | Rinaldi | Index | Collector | 600 | SBY | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 29 | 36 | 0.048 | 0.060 | A | A |
| GOTHIC AVE | Index | Donmetz | Collector | 600 | SBY | 1 | No | No | PL 6:30-9 1:30-4/2hr 9-1:30/15min 1a-5p | | 1 | No | No | None | | 600 | 600 | 29 | 36 | 0.048 | 0.060 | A | A |
| GOTHIC AVE | Donmetz | Chatsworth | Collector | 600 | SBY | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 44 | 31 | 0.073 | 0.052 | A | A |
| GOTHIC AVE | Chatsworth | Lassen | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 128 | 101 | 0.213 | 0.168 | A | A |
| WOODLEY AVE | Balboa | McLennan | Collector | 600 | SDY | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 92 | 16 | 0.153 | 0.027 | A | A |
| WOODLEY AVE | McLennan | Nanette | Collector | 600 | SDY | 1 | No | No | None | | 1 | No | No | None | 30 | 600 | 600 | 92 | 16 | 0.153 | 0.027 | A | A |
| WOODLEY AVE | Nanette | Knollwood | Collector | 600 | SDY | 1 | No | No | None | 30 | 1 | No | No | None | | 600 | 600 | 92 | 16 | 0.153 | 0.027 | A | A |
| WOODLEY AVE | Knollwood | Pineridge | Collector | 600 | SDY | 1 | No | No | None | | 1 | No | No | None | 30 | 600 | 600 | 92 | 16 | 0.153 | 0.027 | A | A |
| WOODLEY AVE | Pineridge | Gerald | Collector | 600 | SDY | 1 | No | No | None | 15/25 | 1 | No | No | None | | 600 | 600 | 95 | 16 | 0.158 | 0.027 | A | A |
| WOODLEY AVE | Gerald | Gothic | Collector | 600 | SDY | 1 | No | No | None | 15 | 1 | No | No | None | 15/25 | 600 | 600 | 95 | 16 | 0.158 | 0.027 | A | A |
| WOODLEY AVE | Gothic | Collett | Collector | 600 | SDY | 1 | No | No | None | | 1 | No | No | None | 30/15 | 600 | 600 | 95 | 16 | 0.158 | 0.027 | A | A |
| WOODLEY AVE | Collett | Rinaldi | Collector | 600 | SDY | 1 | No | No | None | 30 | 1 | No | No | None | | 600 | 600 | 291 | 108 | 0.485 | 0.180 | A | A |
| WOODLEY AVE | Rinaldi | Simonds | Major Highway Class II | 800 | TWLTL | 2 | No | Yes | None | | 2 | No | Yes | NP 10p-5a | 25 | 1600 | 1600 | 167 | 64 | 0.104 | 0.040 | A | A |
| WOODLEY AVE | Simonds | Index | Major Highway Class II | 800 | SDY | 2 | No | Yes | None | | 2 | No | Yes | None | | 1600 | 1600 | 151 | 48 | 0.094 | 0.030 | A | A |
| WOODLEY AVE | Index | San Fern. Mission | Major Highway Class II | 800 | TWLTL | 2 | No | Yes | None | 40 | 2 | No | Yes | None | | 1600 | 1600 | 186 | 69 | 0.116 | 0.043 | A | A |
| WOODLEY AVE | San Fern. Mission | Horace | Major Highway Class II | 800 | DDY | 2 | No | Yes | None | | 2 | No | Yes | None | 40 | 1600 | 1600 | 413 | 286 | 0.258 | 0.179 | A | A |
| WOODLEY AVE | Horace | Tulsa | Major Highway Class II | 800 | DDY | 2 | No | Yes | None | | 2 | No | Yes | None | | 1600 | 1600 | 859 | 179 | 0.537 | 0.112 | A | A |
| WOODLEY AVE | Tulsa | Chatsworth | Major Highway Class II | 800 | TWLTL | 2 | No | Yes | None | | 2 | No | Yes | None | 25 | 1600 | 1600 | 767 | 363 | 0.479 | 0.227 | A | A |
| WOODLEY AVE | Chatsworth | San Jose | Major Highway Class II | 800 | TWLTL | 2 | No | Yes | None | 25 | 2 | No | Yes | None | 40 | 1600 | 1600 | 963 | 536 | 0.602 | 0.335 | B | A |
| WOODLEY AVE | San Jose | Devonshire | Major Highway Class II | 800 | TWLTL | 2 | No | Yes | None | 40 | 2 | No | Yes | None | 40 | 1600 | 1600 | 942 | 498 | 0.589 | 0.311 | A | A |
| WOODLEY AVE | Devonshire | Mayall | Major Highway Class II | 800 | TWLTL | 2 | No | Yes | None | | 2 | No | Yes | 2hr 8-6/None | 40 | 1600 | 1600 | 942 | 512 | 0.589 | 0.320 | A | A |
| WOODLEY AVE | Mayall | Lassen | Major Highway Class II | 800 | TWLTL | 2 | No | Yes | None | 40 | 2 | No | Yes | None | 25 | 1600 | 1600 | 904 | 404 | 0.565 | 0.253 | A | A |
| GAYNOR AVE | Rinaldi | Chatsworth | Collector | 600 | SBY | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 45 | 50 | 0.075 | 0.083 | A | A |
| GAYNOR AVE | Chatsworth | Kingsbury | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 44 | 31 | 0.073 | 0.052 | A | A |
| MONTGOMERY AVE | Kingsbury | San Jose | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 44 | 31 | 0.073 | 0.052 | A | A |
| MONTGOMERY AVE | San Jose | Blackhawk | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 69 | 62 | 0.115 | 0.103 | A | A |
| MONTGOMERY AVE | Blackhawk | Devonshire | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 115 | 106 | 0.192 | 0.177 | A | A |
| MONTGOMERY AVE | Devonshire | Tuba | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | 15 | 600 | 600 | 46 | 56 | 0.077 | 0.093 | A | A |
| MONTGOMERY AVE | Tuba | Lemarsh | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 46 | 56 | 0.077 | 0.093 | A | A |
| MONTGOMERY AVE | Lemarsh | Mayall | Collector | 600 | UD | 1 | No | No | None | 15 | 1 | No | No | None | | 600 | 600 | 21 | 5 | 0.035 | 0.008 | A | A |
| MONTGOMERY AVE | Mayall | Septo | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 34 | 35 | 0.057 | 0.058 | A | A |
| MONTGOMERY AVE | Septo | Lassen | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 34 | 35 | 0.057 | 0.058 | A | A |
| HASKELL AVE | Rinaldi | Index | Secondary | 700 | SDY | 2 | No | No | None | | 2 | No | No | None | | 1400 | 1400 | 81 | 103 | 0.058 | 0.074 | A | A |
| HASKELL AVE | Index | Lahey | Secondary | 700 | SDY | 2 | No | No | None | | 2 | No | No | None | | 1400 | 1400 | 231 | 217 | 0.165 | 0.155 | A | A |
| HASKELL AVE | Lahey | San Fern. Mission | Secondary | 700 | TWLTL | 2 | No | No | None | 35 | 2 | No | No | NPAT | | 1400 | 1400 | 231 | 217 | 0.165 | 0.155 | A | A |
| HASKELL AVE | San Fern. Mission | Tulsa | Secondary | 700 | SDY | 2 | No | No | None | | 2 | No | No | None | 35 | 1400 | 1400 | 196 | 162 | 0.140 | 0.116 | A | A |
| HASKELL AVE | Tulsa | Bermuda | Secondary | 700 | SDY | 2 | No | No | None | | 2 | No | No | None | | 1400 | 1400 | 263 | 221 | 0.188 | 0.158 | A | A |
| HASKELL AVE | Bermuda | Los Alimos | Secondary | 700 | SDY | 2 | No | No | None | | 2 | No | No | None | | 1400 | 1400 | 263 | 221 | 0.188 | 0.158 | A | A |
| HASKELL AVE | Los Alimos | Chatsworth | Secondary | 700 | SDY | 2 | No | No | None | 35 | 2 | No | No | None | | 1400 | 1400 | 263 | 221 | 0.188 | 0.158 | A | A |
| HASKELL AVE | Chatsworth | Kingsbury | Secondary | 700 | SDY | 2 | No | No | None | | 2 | No | No | None | 35 | 1400 | 1400 | 316 | 309 | 0.226 | 0.221 | A | A |
| HASKELL AVE | Kingsbury | San Jose | Secondary | 700 | SDY | 2 | No | No | None | | 2 | No | No | None | | 1400 | 1400 | 316 | 309 | 0.226 | 0.221 | A | A |
| HASKELL AVE | San Jose | Devonshire | Secondary | 700 | TWLTL | 2 | No | No | None | 35 | 2 | No | No | None | | 1400 | 1400 | 344 | 326 | 0.246 | 0.233 | A | A |
| HASKELL AVE | Devonshire | Tuba | Secondary | 700 | SDY | 2 | No | No | None | | 2 | No | No | None | | 1400 | 1400 | 626 | 327 | 0.447 | 0.234 | A | A |
| HASKELL AVE | Tuba | Lemarsh | Secondary | 700 | SDY | 2 | No | No | TANSAT/None | | 2 | No | No | None | 35 | 1400 | 1400 | 626 | 327 | 0.447 | 0.234 | A | A |
| HASKELL AVE | Lemarsh | Mayall | Secondary | 700 | SDY | 2 | No | No | None | | 2 | No | No | None | | 1400 | 1400 | 596 | 198 | 0.426 | 0.141 | A | A |
| HASKELL AVE | Mayall | Stare | Secondary | 700 | SDY | 2 | No | No | None | | 2 | No | No | None | 25 | 1400 | 1400 | 596 | 198 | 0.426 | 0.141 | A | A |
| HASKELL AVE | Stare | Septo | Secondary | 700 | TWLTL | 2 | No | No | None | | 2 | No | No | None | | 1400 | 1400 | 596 | 198 | 0.426 | 0.141 | A | A |
| HASKELL AVE | Septo | Lassen | Secondary | 700 | TWLTL | 2 | No | No | None | 25 | 2 | No | No | TANSAT | | 1400 | 1400 | 596 | 198 | 0.426 | 0.141 | A | A |
| SAN FERNANDO RD | Sierra Hwy | Ranch Rd | Major Highway Class II | 800 | SDY | 2 | No | No | TANSAT | | 2 | No | No | TANSAT | 45 | 1600 | 1600 | 2,136 | 31 | 1.335 | 0.019 | F | A |
| SAN FERNANDO RD | Ranch Rd | Balboa | Major Highway Class II | 800 | SDY | 2 | No | No | TANSAT | 30/45 | 2 | No | No | TANSAT | | 1600 | 1600 | 2,136 | 31 | 1.335 | 0.019 | F | A |
| SAN FERNANDO RD | Balboa | Sepulveda | Major Highway Class II | 800 | TWLTL | 2 | No | No | TANSAT | 45 | 2 | No | No | TANSAT | | 1600 | 1600 | 241 | 90 | 0.151 | 0.056 | A | A |
| SEPULVEDA BLVD | San Fernando | Roxford | Major Highway Class II | 800 | SDY | 2 | No | No | TANSAT | 45 | 2 | No | No | TANSAT | 45/15 | 1600 | 1600 | 95 | 26 | 0.059 | 0.016 | A | A |
| **SESNON BLVD** | **Cascade Canyon** | **Marcus** | Major Highway Class II | 800 | DDY | 2 | No | No | None | | 1 | No | No | None | | 1600 | 800 | 72 | 143 | 0.045 | 0.179 | A | A |
| **SESNON BLVD** | **Marcus** | **Neon** | Major Highway Class II | 800 | DDY | 2 | No | No | None | 30 | 2 | No | No | None | 30 | 1600 | 1600 | 72 | 143 | 0.045 | 0.089 | A | A |
| **SESNON BLVD** | **Neon** | **Jolette** | Major Highway Class II | 800 | TWLTL | 2 | No | No | None | 35 | 2 | No | No | None | 35 | 1600 | 1600 | 72 | 143 | 0.045 | 0.089 | A | A |
| **SESNON BLVD** | **Jolette** | **Bronte** | Major Highway Class II | 800 | TWLTL | 2 | No | No | None | 35 | 2 | No | No | None | | 1600 | 1600 | 38 | 48 | 0.024 | 0.030 | A | A |
| **SESNON BLVD** | **Bronte** | **Tuscan** | Major Highway Class II | 800 | TWLTL | 2 | No | No | None | | 2 | No | No | None | | 1600 | 1600 | 50 | 46 | 0.031 | 0.029 | A | A |
| **SESNON BLVD** | **Tuscan** | **Meadowlark** | Major Highway Class II | 800 | TWLTL | 1 | No | No | None | | 2 | No | No | None | | 800 | 1600 | 50 | 46 | 0.063 | 0.029 | A | A |

| Segment | From | To | Roadway Classification | Capacity per Lane | Median Type | Northbound/Eastbound | | | | | Southbound/Westbound | | | | | Capacity | | Volumes | | V/C Ratio | | Level of Service | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Off Peak Lanes | Addt'l Peak Lane | Bike Lane | Parking Restrictions | Speed Limit | Off Peak Lanes | Addt'l Peak Lane | Bike Lane | Parking Restrictions | Speed Limit | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| SESNON BLVD | Meadowlark | Orozco | Major Highway Class II | 800 | SDY | 1 | No | No | TANP 10p-6a | | 1 | No | No | TANSAT | | 800 | 800 | 46 | 49 | 0.058 | 0.061 | A | A |
| SESNON BLVD | Orozco | Constable | Major Highway Class II | 800 | UD | 1 | No | No | None | | 1 | No | No | None | | 800 | 800 | 28 | 32 | 0.035 | 0.040 | A | A |
| SESNON BLVD | Constable | Balboa | Major Highway Class II | 800 | UD | 1 | No | No | None | | 1 | No | No | None | | 800 | 800 | 28 | 32 | 0.035 | 0.040 | A | A |
| LISETTE ST | Jolette | Jimeno | Collector | 600 | DASH | 1 | No | No | None | 15 | 1 | No | No | None | | 600 | 600 | 109 | 59 | 0.182 | 0.098 | A | A |
| LISETTE ST | Jimeno | Balboa | Collector | 600 | SDY | 1 | No | No | None | | 1 | No | No | None | 15 | 600 | 600 | 190 | 305 | 0.317 | 0.508 | A | A |
| WESTBURY DR | Daryl | Henzie | Collector | 600 | DASH | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 26 | 41 | 0.043 | 0.068 | A | A |
| WESTBURY DR | Henzie | Byron | Collector | 600 | DASH | 1 | No | No | None | 15 | 1 | No | No | None | 15 | 600 | 600 | 26 | 41 | 0.043 | 0.068 | A | A |
| WESTBURY DR | Byron | Lithuania | Collector | 600 | DASH | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 26 | 41 | 0.043 | 0.068 | A | A |
| WESTBURY DR | Lithuania | El Oro | Collector | 600 | DASH | 1 | No | No | None | 15 | 1 | No | No | None | 15 | 600 | 600 | 27 | 48 | 0.045 | 0.080 | A | A |
| WESTBURY DR | El Oro | Balboa | Collector | 600 | DASH | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 50 | 63 | 0.083 | 0.105 | A | A |
| ROSNICK PL | El Oro | McLennan | Collector | 600 | UD | 1 | No | No | TANS 7a-5p(School) | | 1 | No | No | None | | 600 | 600 | 1 | 40 | 0.002 | 0.067 | A | A |
| PINERIDGE DR | McLennan | Kenny | Collector | 600 | UD | 1 | No | No | None | 15 | 1 | No | No | None | 15 | 600 | 600 | 183 | 132 | 0.305 | 0.220 | A | A |
| PINERIDGE DR | Kenny | Catenia | Collector | 600 | UD | 1 | No | No | None | 15 | 1 | No | No | None | | 600 | 600 | 48 | 3 | 0.080 | 0.005 | A | A |
| PINERIDGE DR | Catenia | Knollwood | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | 15 | 600 | 600 | 48 | 3 | 0.080 | 0.005 | A | A |
| PINERIDGE DR | Knollwood | Woodley | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 40 | 3 | 0.067 | 0.005 | A | A |
| SIGNATURE DR | Louise | El Oro | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 4 | 2 | 0.007 | 0.003 | A | A |
| REXBON RD | Zelzah | Mayerling | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 31 | 32 | 0.052 | 0.053 | A | A |
| MIDWOOD DR | El Oro | Balboa | Collector | 600 | SDY | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 207 | 69 | 0.345 | 0.115 | A | A |
| SHAMHART DR | Knollwood | Woodley | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 53 | 116 | 0.088 | 0.193 | A | A |
| MAYERLING ST | Shoshone | Babbitt | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 370 | 210 | 0.617 | 0.350 | B | A |
| BARNESTON ST | Babbitt | Paso Robles | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 204 | 67 | 0.340 | 0.112 | A | A |
| ARMSTEAD ST | Gerald | Gothic | Collector | 600 | UD | 1 | No | No | None | 15 | 1 | No | No | None | 15 | 600 | 600 | 45 | 38 | 0.075 | 0.063 | A | A |
| ARMSTEAD ST | Gothic | Woodley | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 32 | 35 | 0.053 | 0.058 | A | A |
| RINALDI ST | Chimineas | Zelzah | Major Highway Class II | 800 | TWLTL | 2 | No | Yes | NPAT | 40 | 2 | No | Yes | NPAT | | 1600 | 1600 | 982 | 413 | 0.614 | 0.258 | B | A |
| RINALDI ST | Zelzah | Yarmouth | Major Highway Class II | 800 | TWLTL | 2 | No | Yes | None | 40 | 2 | No | Yes | None | | 1600 | 1600 | 583 | 323 | 0.364 | 0.202 | A | A |
| RINALDI ST | Yarmouth | Rancho Del Valle | Major Highway Class II | 800 | TWLTL | 2 | No | Yes | NPAT | 40 | 2 | No | Yes | NPAT | | 1600 | 1600 | 575 | 412 | 0.359 | 0.258 | A | A |
| RINALDI ST | Rancho Del Valle | Ridge Way | Major Highway Class II | 800 | TWLTL | 2 | No | Yes | None | | 2 | No | Yes | None | 40 | 1600 | 1600 | 593 | 413 | 0.371 | 0.258 | A | A |
| RINALDI ST | Ridge Way | Shoshone | Major Highway Class II | 800 | TWLTL | 2 | No | Yes | None | 25 | 2 | No | Yes | None | | 1600 | 1600 | 593 | 413 | 0.371 | 0.258 | A | A |
| RINALDI ST | Shoshone | Andasol | Major Highway Class II | 800 | TWLTL | 2 | No | Yes | None/15 min 7a-5p | 25 | 2 | No | Yes | None/TANS 7-5 | | 1600 | 1600 | 129 | 291 | 0.081 | 0.182 | A | A |
| RINALDI ST | Andasol | Louise | Major Highway Class II | 800 | TWLTL | 2 | No | Yes | None | | 2 | No | Yes | None | 40 | 1600 | 1600 | 64 | 127 | 0.040 | 0.079 | A | A |
| RINALDI ST | Louise | Babbitt | Major Highway Class II | 800 | TWLTL | 2 | No | Yes | None | 40 | 2 | No | Yes | None | | 1600 | 1600 | 124 | 220 | 0.078 | 0.138 | A | A |
| RINALDI ST | Babbitt | Amestoy | Major Highway Class II | 800 | TWLTL | 2 | No | Yes | None | | 2 | No | Yes | None | | 1600 | 1600 | 124 | 220 | 0.078 | 0.138 | A | A |
| RINALDI ST | Amestoy | Balboa | Major Highway Class II | 800 | TWLTL | 2 | No | Yes | None | | 2 | No | Yes | None | 40 | 1600 | 1600 | 120 | 220 | 0.075 | 0.138 | A | A |
| RINALDI ST | Balboa | Ruffner | Major Highway Class II | 800 | TWLTL | 2 | No | Yes | None | 40 | 2 | No | Yes | None | | 1600 | 1600 | 291 | 287 | 0.182 | 0.179 | A | A |
| RINALDI ST | Ruffner | Hayvenhurst | Major Highway Class II | 800 | TWLTL | 2 | No | Yes | None | 25 | 2 | No | Yes | None | 40/25 | 1600 | 1600 | 303 | 445 | 0.189 | 0.278 | A | A |
| RINALDI ST | Hayvenhurst | Odessa | Major Highway Class II | 800 | TWLTL | 2 | No | Yes | None | 40 | 2 | No | Yes | None | | 1600 | 1600 | 245 | 197 | 0.153 | 0.123 | A | A |
| RINALDI ST | Odessa | Swinton | Major Highway Class II | 800 | TWLTL | 2 | No | Yes | None | | 2 | No | Yes | None | | 1600 | 1600 | 245 | 197 | 0.153 | 0.123 | A | A |
| RINALDI ST | Swinton | Woodley | Major Highway Class II | 800 | TWLTL | 2 | No | Yes | None | 40 | 2 | No | Yes | None | | 1600 | 1600 | 145 | 138 | 0.091 | 0.086 | A | A |
| RINALDI ST | Woodley | Gaynor | Major Highway Class II | 800 | TWLTL | 2 | No | Yes | None | | 2 | No | Yes | None | | 1600 | 1600 | 278 | 352 | 0.174 | 0.220 | A | A |
| RINALDI ST | Gaynor | Haskell | Major Highway Class II | 800 | TWLTL | 2 | No | Yes | None | | 2 | No | Yes | TANSAT | | 1600 | 1600 | 263 | 331 | 0.164 | 0.207 | A | A |
| RINALDI ST | Haskell | Blucher | Major Highway Class II | 800 | TWLTL | 2 | No | Yes | None | 40 | 2 | No | Yes | TANSAT | | 1600 | 1600 | 398 | 485 | 0.249 | 0.303 | A | A |
| RINALDI ST | Blucher | 405 Fwy | Major Highway Class II | 800 | TWLTL | 2 | No | Yes | TANSAT | | 2 | No | Yes | TANSAT | | 1600 | 1600 | 398 | 485 | 0.249 | 0.303 | A | A |
| INDEX ST | Yarmouth | Aldea | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 53 | 138 | 0.088 | 0.230 | A | A |
| INDEX ST | Aldea | Amestoy | Collector | 600 | UD | 1 | No | No | None | 15 | 1 | No | No | None | 15 | 600 | 600 | 44 | 97 | 0.073 | 0.162 | A | A |
| INDEX ST | Amestoy | Balboa | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 44 | 97 | 0.073 | 0.162 | A | A |
| INDEX ST | Balboa | McLennan | Collector | 600 | UD | 1 | No | No | None | 15 | 1 | No | No | None | | 600 | 600 | 164 | 144 | 0.273 | 0.240 | A | A |
| INDEX ST | McLennan | Ruffner | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | 15 | 600 | 600 | 164 | 144 | 0.273 | 0.240 | A | A |
| INDEX ST | Ruffner | Danube | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 136 | 107 | 0.227 | 0.178 | A | A |
| SAN FERNANDO MISSION | Chimineas | Lindley | Secondary | 700 | TWLTL | 1 | No | No | None | | 2 | No | No | None | | 700 | 1400 | 120 | 169 | 0.171 | 0.121 | A | A |
| SAN FERNANDO MISSION | Lindley | Zelzah | Secondary | 700 | SDY | 1 | No | No | None | | 1 | No | No | None | 35 | 700 | 700 | 120 | 169 | 0.171 | 0.241 | A | A |
| SAN FERNANDO MISSION | Zelzah | Yarmouth | Secondary | 700 | SDY | 1 | No | No | TANSAT | 35 | 1 | No | No | None | | 700 | 700 | 285 | 199 | 0.407 | 0.284 | A | A |
| SAN FERNANDO MISSION | Yarmouth | Shoshone | Secondary | 700 | SDY | 1 | No | No | TANSAT | | 1 | No | No | TANSAT | | 700 | 700 | 321 | 195 | 0.459 | 0.279 | A | A |
| SAN FERNANDO MISSION | Shoshone | Encino | Secondary | 700 | SDY | 1 | No | No | None | | 1 | No | No | None | 35 | 700 | 700 | 324 | 242 | 0.463 | 0.346 | A | A |
| SAN FERNANDO MISSION | Encino | Andasol | Secondary | 700 | SDY | 1 | No | No | None | 35 | 1 | No | No | None | | 700 | 700 | 321 | 239 | 0.459 | 0.341 | A | A |
| SAN FERNANDO MISSION | Andasol | Louise | Secondary | 700 | SDY | 1 | No | No | None | | 1 | No | No | None | 35 | 700 | 700 | 321 | 239 | 0.459 | 0.341 | A | A |
| SAN FERNANDO MISSION | Louise | Amestoy | Secondary | 700 | SDY | 2 | No | No | None | 35 | 2 | No | No | None | | 1400 | 1400 | 262 | 280 | 0.187 | 0.200 | A | A |
| SAN FERNANDO MISSION | Amestoy | Paso Robles | Secondary | 700 | SDY | 2 | No | No | None | | 2 | No | No | None | | 1400 | 1400 | 361 | 341 | 0.258 | 0.244 | A | A |
| SAN FERNANDO MISSION | Paso Robles | Balboa | Secondary | 700 | SDY | 2 | No | No | None | | 2 | No | No | NPAT | | 1400 | 1400 | 361 | 341 | 0.258 | 0.244 | A | A |
| SAN FERNANDO MISSION | Balboa | Petit | Secondary | 700 | TWLTL | 2 | No | No | TANSAT | 35 | 2 | No | No | NPAT | | 1400 | 1400 | 310 | 75 | 0.221 | 0.054 | A | A |
| SAN FERNANDO MISSION | Petit | Ruffner | Secondary | 700 | TWLTL | 2 | No | No | TANSAT | | 2 | No | No | None | | 1400 | 1400 | 310 | 75 | 0.221 | 0.054 | A | A |
| SAN FERNANDO MISSION | Ruffner | Gerald | Secondary | 700 | SDY | 2 | No | No | None | 25 | 2 | No | No | None | 35 | 1400 | 1400 | 279 | 78 | 0.199 | 0.056 | A | A |
| SAN FERNANDO MISSION | Gerald | Hayvenhurst | Secondary | 700 | TWLTL | 2 | No | No | None | | 2 | No | | TANSAT | | 1400 | 1400 | 279 | 78 | 0.199 | 0.056 | A | A |
| SAN FERNANDO MISSION | Hayvenhurst | Monogram | Secondary | 700 | SDY | 2 | No | No | None | | 2 | No | | None | 25 | 1400 | 1400 | 122 | 121 | 0.087 | 0.086 | A | A |
| SAN FERNANDO MISSION | Monogram | Gothic | Secondary | 700 | SDY | 2 | No | No | None | 35 | 2 | No | | None | | 1400 | 1400 | 122 | 121 | 0.087 | 0.086 | A | A |
| SAN FERNANDO MISSION | Gothic | Haskell | Secondary | 700 | SDY | 2 | No | No | None | | 2 | No | No | None | | 1400 | 1400 | 293 | 346 | 0.209 | 0.247 | A | A |
| SAN FERNANDO MISSION | Haskell | Danube | Secondary | 700 | SDY | 2 | No | No | None | 35 | 2 | No | No | None | | 1400 | 1400 | 482 | 512 | 0.344 | 0.366 | A | A |
| SAN FERNANDO MISSION | Danube | Blucher | Secondary | 700 | SDY | 2 | No | No | None | | 2 | No | No | TANSAT | | 1400 | 1400 | 482 | 512 | 0.344 | 0.366 | A | A |
| SAN FERNANDO MISSION | Blucher | 405 Fwy | Secondary | 700 | SDY | 2 | No | No | NPAT | | 2 | No | No | TANSAT | | 1400 | 1400 | 482 | 512 | 0.344 | 0.366 | A | A |
| TULSA ST | Lindley | Louise | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 190 | 202 | 0.317 | 0.337 | A | A |
| TULSA ST | Louise | Paso Robles | Collector | 600 | UD | 1 | No | No | None | 15 | 1 | No | No | None | 15 | 600 | 600 | 293 | 260 | 0.488 | 0.433 | A | A |
| TULSA ST | Paso Robles | Balboa | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 361 | 340 | 0.602 | 0.567 | B | A |
| TULSA ST | Balboa | Hayvenhurst | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 397 | 303 | 0.662 | 0.505 | B | A |
| TULSA ST | Hayvenhurst | Monogram | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | PL 6:30-9a 1:30-4/2hr 9-1:30 | | 600 | 600 | 45 | 34 | 0.075 | 0.057 | A | A |
| TULSA ST | Monogram | Gothic | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 45 | 34 | 0.075 | 0.057 | A | A |
| TULSA ST | Woodley | Collett | Collector | 600 | SDY | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 124 | 105 | 0.207 | 0.175 | A | A |
| TULSA ST | Collett | Densmore | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 150 | 157 | 0.250 | 0.262 | A | A |
| TULSA ST | Densmore | Dempsey | Collector | 600 | UD | 1 | No | No | TANS 7a-5p | | 1 | No | No | None | | 600 | 600 | 234 | 242 | 0.390 | 0.403 | A | A |

| Segment | From | To | Roadway Classification | Capacity per Lane | Median Type | Northbound/Eastbound | | | | | Southbound/Westbound | | | | | Capacity | | Volumes | | V/C Ratio | | Level of Service | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Off Peak Lanes | Addt'l Peak Lane | Bike Lane | Parking Restrictions | Speed Limit | Off Peak Lanes | Addt'l Peak Lane | Bike Lane | Parking Restrictions | Speed Limit | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| **JONFIN ST** | **Gothic** | **end** | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 46 | 32 | 0.077 | 0.053 | A | A |
| **CHATSWORTH ST** | **Etiwanda** | **Lindley** | Secondary | 700 | DDY/TWLTL | 2 | No | No | None | 35 | 2 | No | No | None | | 1400 | 1400 | 516 | 580 | 0.369 | 0.414 | A | A |
| **CHATSWORTH ST** | **Lindley** | **Zelzah** | Secondary | 700 | TWLTL | 2 | No | No | NPAT | | 2 | No | No | NPAT | | 1400 | 1400 | 662 | 734 | 0.473 | 0.524 | A | A |
| **CHATSWORTH ST** | **Zelzah** | **Yarmouth** | Secondary | 700 | RM | 2 | No | No | 2hr 8-6 | | 2 | No | No | 2hr 8-6 | | 1400 | 1400 | 282 | 330 | 0.201 | 0.236 | A | A |
| **CHATSWORTH ST** | **Yarmouth** | **White Oak** | Secondary | 700 | RM | 2 | No | No | 2hr 8-6 | | 2 | No | No | 2hr 8-6 | 35 | 1400 | 1400 | 282 | 330 | 0.201 | 0.236 | A | A |
| **CHATSWORTH ST** | **White Oak** | **Shoshone** | Secondary | 700 | RM | 2 | No | No | 2hr 8-6 | 35 | 2 | No | No | 2hr 8-6 | | 1400 | 1400 | 227 | 242 | 0.162 | 0.173 | A | A |
| **CHATSWORTH ST** | **Shoshone** | **Encino** | Secondary | 700 | RM | 2 | No | No | 2hr 8-6 | | 2 | No | No | 2hr 8-6 | | 1400 | 1400 | 227 | 242 | 0.162 | 0.173 | A | A |
| **CHATSWORTH ST** | **Encino** | **Andasol** | Secondary | 700 | TWLTL | 2 | No | No | None | | 2 | No | No | None | | 1400 | 1400 | 266 | 223 | 0.190 | 0.159 | A | A |
| **CHATSWORTH ST** | **Andasol** | **Louise** | Secondary | 700 | TWLTL | 2 | No | No | None | | 2 | No | No | None | 35 | 1400 | 1400 | 266 | 223 | 0.190 | 0.159 | A | A |
| **CHATSWORTH ST** | **Louise** | **Aldea** | Secondary | 700 | TWLTL | 2 | No | No | None | 35 | 2 | No | No | None | | 1400 | 1400 | 266 | 215 | 0.190 | 0.154 | A | A |
| **CHATSWORTH ST** | **Aldea** | **Genesta** | Secondary | 700 | TWLTL | 2 | No | No | None | | 2 | No | No | None | | 1400 | 1400 | 272 | 280 | 0.194 | 0.200 | A | A |
| **CHATSWORTH ST** | **Genesta** | **Balboa** | Secondary | 700 | TWLTL | 2 | No | No | None | | 2 | No | No | 1hr 8-6 | 35 | 1400 | 1400 | 272 | 280 | 0.194 | 0.200 | A | A |
| **CHATSWORTH ST** | **Balboa** | **Petit** | Secondary | 700 | SDY | 2 | No | No | TANSAT/None | 35 | 2 | No | No | None | | 1400 | 1400 | 47 | 43 | 0.034 | 0.031 | A | A |
| **CHATSWORTH ST** | **Petit** | **Hayvenhurst** | Secondary | 700 | SDY | 2 | No | No | TANSAT/None | 25 | 2 | No | No | None | 35 | 1400 | 1400 | 42 | 43 | 0.030 | 0.031 | A | A |
| **CHATSWORTH ST** | **Hayvenhurst** | **Debra** | Secondary | 700 | SDY | 2 | No | No | None | 35 | 2 | No | No | None | 25 | 1400 | 1400 | 82 | 185 | 0.059 | 0.132 | A | A |
| **CHATSWORTH ST** | **Debra** | **Gothic** | Secondary | 700 | SDY | 2 | No | No | None | | 2 | No | No | None | | 1400 | 1400 | 82 | 185 | 0.059 | 0.132 | A | A |
| **CHATSWORTH ST** | **Gothic** | **Swinton** | Secondary | 700 | SDY | 2 | No | No | None | 25 | 2 | No | No | None | 35 | 1400 | 1400 | 82 | 185 | 0.059 | 0.132 | A | A |
| **CHATSWORTH ST** | **Swinton** | **Woodley** | Secondary | 700 | DDY | 2 | No | No | None | | 2 | No | No | None | | 1400 | 1400 | 82 | 185 | 0.059 | 0.132 | A | A |
| **CHATSWORTH ST** | **Woodley** | **Gaviota** | Secondary | 700 | SDY | 2 | No | No | None | 35 | 2 | No | No | None | | 1400 | 1400 | 330 | 407 | 0.236 | 0.291 | A | A |
| **CHATSWORTH ST** | **Gaviota** | **Gaynor** | Secondary | 700 | SDY | 2 | No | No | None | 25 | 2 | No | No | None | 35 | 1400 | 1400 | 330 | 407 | 0.236 | 0.291 | A | A |
| **CHATSWORTH ST** | **Gaynor** | **Haskell** | Secondary | 700 | SDY | 2 | No | No | None | 35 | 2 | No | No | None | 25 | 1400 | 1400 | 330 | 407 | 0.236 | 0.291 | A | A |
| **CHATSWORTH ST** | **Haskell** | **Aqueduct** | Secondary | 700 | SDY | 2 | No | No | None | 35 | 2 | No | No | None | | 1400 | 1400 | 444 | 555 | 0.317 | 0.396 | A | A |
| **CHATSWORTH ST** | **Aqueduct** | **405 Fwy** | Secondary | 700 | SDY | 2 | No | No | None | | 2 | No | No | None | 35 | 1400 | 1400 | 444 | 555 | 0.317 | 0.396 | A | A |
| **SAN JOSE ST** | **Zelzah** | **Yarmouth** | Collector | 600 | UD | 1 | No | No | None | 30 | 1 | No | No | None | 25 | 600 | 600 | 265 | 237 | 0.442 | 0.395 | A | A |
| **SAN JOSE ST** | **Yarmouth** | **Jellico** | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 265 | 237 | 0.442 | 0.395 | A | A |
| **SAN JOSE ST** | **Jellico** | **Shoshone** | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | 30 | 600 | 600 | 451 | 492 | 0.752 | 0.820 | C | D |
| **SAN JOSE ST** | **Shoshone** | **Encino** | Collector | 600 | UD | 1 | No | No | None | 30 | 1 | No | No | None | | 600 | 600 | 493 | 502 | 0.822 | 0.837 | D | D |
| **SAN JOSE ST** | **Encino** | **Bianca** | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | 30 | 600 | 600 | 459 | 468 | 0.765 | 0.780 | C | C |
| **SAN JOSE ST** | **Bianca** | **Andasol** | Collector | 600 | UD | 1 | No | No | None | 25 | 1 | No | No | None | | 600 | 600 | 459 | 468 | 0.765 | 0.780 | C | C |
| **SAN JOSE ST** | **Andasol** | **Genesta** | Collector | 600 | UD | 1 | No | No | 15min 7-5 | | 1 | No | No | 1hr 8-6 | | 600 | 600 | 552 | 579 | 0.920 | 0.965 | E | E |
| **SAN JOSE ST** | **Genesta** | **Balboa** | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | 30 | 600 | 600 | 524 | 473 | 0.873 | 0.788 | D | C |
| **SAN JOSE ST** | **Balboa** | **Danube** | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 318 | 176 | 0.530 | 0.293 | A | A |
| **DEVONSHIRE ST** | **Etiwanda** | **Zelzah** | Major Highway Class II | 800 | TWLTL | 2 | No | No | None | | 2 | No | No | None | | 1600 | 1600 | 775 | 1,001 | 0.484 | 0.626 | A | B |
| **DEVONSHIRE ST** | **Lindley** | **Zelzah** | Major Highway Class II | 800 | TWLTL | 3 | No | No | None | | 2 | No | No | None | | 2400 | 1600 | 775 | 1,001 | 0.323 | 0.626 | A | B |
| **DEVONSHIRE ST** | **Zelzah** | **White Oak** | Major Highway Class II | 800 | TWLTL | 2 | No | No | None | 25 | 2 | No | No | NP 7a-5p/None | | 1600 | 1600 | 407 | 316 | 0.254 | 0.198 | A | A |
| **DEVONSHIRE ST** | **White Oak** | **Encino** | Major Highway Class II | 800 | TWLTL | 2 | No | No | None | 40 | 2 | No | No | None | 25 | 1600 | 1600 | 260 | 184 | 0.163 | 0.115 | A | A |
| **DEVONSHIRE ST** | **Encino** | **Andasol** | Major Highway Class II | 800 | TWLTL | 2 | No | No | None | 25 | 2 | No | No | None | 40 | 1600 | 1600 | 492 | 476 | 0.308 | 0.298 | A | A |
| **DEVONSHIRE ST** | **Andasol** | **Louise** | Major Highway Class II | 800 | TWLTL | 2 | No | No | None | | 2 | No | No | None | | 1600 | 1600 | 492 | 476 | 0.308 | 0.298 | A | A |
| **DEVONSHIRE ST** | **Louise** | **Amestoy** | Major Highway Class II | 800 | TWLTL | 2 | No | No | None | 25/40 | 2 | No | No | None | 25/40 | 1600 | 1600 | 483 | 471 | 0.302 | 0.294 | A | A |
| **DEVONSHIRE ST** | **Amestoy** | **Balboa** | Major Highway Class II | 800 | TWLTL | 2 | No | No | None | 40 | 2 | PM | No | TANS 7-9 4-7 | 40 | 1600 | 2400 | 697 | 692 | 0.436 | 0.288 | A | A |
| **DEVONSHIRE ST** | **Balboa** | **Petit** | Major Highway Class II | 800 | TWLTL | 3 | No | No | TANSAT | | 3 | PM | No | TANSAT/TANS 4-7 | | 2400 | 3200 | 507 | 581 | 0.211 | 0.182 | A | A |
| **DEVONSHIRE ST** | **Petit** | **Ruffner** | Major Highway Class II | 800 | DDY | 2 | No | No | None | | 2 | No | No | None | | 1600 | 1600 | 323 | 487 | 0.202 | 0.304 | A | A |
| **DEVONSHIRE ST** | **Ruffner** | **Hayvenhurst** | Major Highway Class II | 800 | TWLTL | 2 | No | No | None | | 2 | No | No | None | | 1600 | 1600 | 323 | 487 | 0.202 | 0.304 | A | A |
| **DEVONSHIRE ST** | **Hayvenhurst** | **Gothic** | Major Highway Class II | 800 | TWLTL | 2 | No | Yes | None | | 2 | No | Yes | None | | 1600 | 1600 | 531 | 715 | 0.332 | 0.447 | A | A |
| **DEVONSHIRE ST** | **Gothic** | **Woodley** | Major Highway Class II | 800 | TWLTL | 2 | No | Yes | None | | 2 | No | Yes | None | 40 | 1600 | 1600 | 385 | 601 | 0.241 | 0.376 | A | A |
| **DEVONSHIRE ST** | **Woodley** | **Montgomery** | Major Highway Class II | 800 | TWLTL | 2 | No | Yes | None | 40 | 2 | No | Yes | None | | 1600 | 1600 | 453 | 686 | 0.283 | 0.429 | A | A |
| **DEVONSHIRE ST** | **Montgomery** | **Densmore** | Major Highway Class II | 800 | TWLTL | 2 | No | Yes | None | | 2 | No | Yes | None | | 1600 | 1600 | 504 | 756 | 0.315 | 0.473 | A | A |
| **DEVONSHIRE ST** | **Densmore** | **Haskell** | Major Highway Class II | 800 | TWLTL | 2 | No | Yes | None | | 2 | No | Yes | None | 40 | 1600 | 1600 | 504 | 756 | 0.315 | 0.473 | A | A |
| **DEVONSHIRE ST** | **Haskell** | **Aqueduct** | Major Highway Class II | 800 | TWLTL | 2 | No | No | TANS 7-9 | 40 | 2 | No | No | TANS 4-6 | | 1600 | 1600 | 1,168 | 1,140 | 0.730 | 0.713 | C | C |
| **DEVONSHIRE ST** | **Aqueduct** | **Blucher** | Major Highway Class II | 800 | RM | 3 | No | No | NPAT | | 3 | No | No | NPAT/NPAT | | 2400 | 2400 | 1,168 | 1,140 | 0.487 | 0.475 | A | A |
| **DEVONSHIRE ST** | **Blucher** | **405 Fwy** | Major Highway Class II | 800 | RM | 3 | No | No | TANSAT | | 3 | No | No | TANSAT | | 2400 | 2400 | 925 | 1,310 | 0.385 | 0.546 | A | A |
| **MAYALL ST** | **Balboa** | **end** | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 278 | 208 | 0.463 | 0.347 | A | A |
| **MAYALL ST** | **Ruffner** | **Odessa** | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | NP 7a-5p | | 600 | 600 | 34 | 38 | 0.057 | 0.063 | A | A |
| **MAYALL ST** | **Gothic** | **Haskell** | Collector | 600 | UD | 1 | No | No | None | | 1 | No | No | None | | 600 | 600 | 188 | 244 | 0.313 | 0.407 | A | A |
| **LASSEN ST** | **Balboa** | **Whitaker** | Secondary | 700 | TWLTL | 2 | No | No | None | | 2 | No | No | None | | 1400 | 1400 | 1,148 | 700 | 0.820 | 0.500 | D | A |
| **LASSEN ST** | **Whitaker** | **Petit** | Secondary | 700 | TWLTL | 2 | No | No | None | | 2 | No | No | None | | 1400 | 1400 | 1,148 | 700 | 0.820 | 0.500 | D | A |
| **LASSEN ST** | **Petit** | **Ruffner** | Secondary | 700 | DDY | 2 | No | No | None | 35 | 2 | No | No | None | 35 | 1400 | 1400 | 1,148 | 700 | 0.820 | 0.500 | D | A |
| **LASSEN ST** | **Ruffner** | **Hayvenhurst** | Secondary | 700 | TWLTL | 2 | No | No | None | | 2 | No | No | None | | 1400 | 1400 | 1,148 | 700 | 0.820 | 0.500 | D | A |
| **LASSEN ST** | **Hayvenhurst** | **Monogram** | Secondary | 700 | SDY | 2 | No | No | None | | 2 | No | No | None | | 1400 | 1400 | 1,112 | 907 | 0.794 | 0.648 | C | B |
| **LASSEN ST** | **Monogram** | **Gothic** | Secondary | 700 | SDY | 2 | No | No | None | 35 | 2 | No | No | None | | 1400 | 1400 | 1,112 | 907 | 0.794 | 0.648 | C | B |
| **LASSEN ST** | **Gothic** | **Woodley** | Secondary | 700 | TWLTL | 2 | No | No | None | 25 | 2 | No | No | None | 35 | 1400 | 1400 | 998 | 931 | 0.713 | 0.665 | C | B |
| **LASSEN ST** | **Woodley** | **Montgomery** | Secondary | 700 | TWLTL | 2 | No | No | None | 35 | 2 | No | No | None | 25 | 1400 | 1400 | 904 | 614 | 0.646 | 0.439 | B | A |
| **LASSEN ST** | **Montgomery** | **Gloria** | Secondary | 700 | TWLTL | 2 | No | No | None | | 2 | No | No | None | 35 | 1400 | 1400 | 904 | 614 | 0.646 | 0.439 | B | A |
| **LASSEN ST** | **Gloria** | **Haskell** | Secondary | 700 | TWLTL | 2 | No | No | None | | 2 | No | No | None | | 1400 | 1400 | 904 | 614 | 0.646 | 0.439 | B | A |
| **LASSEN ST** | **Haskell** | **Aqueduct** | Secondary | 700 | TWLTL | 2 | No | No | None | 35 | 2 | No | No | None | | 1400 | 1400 | 651 | 574 | 0.465 | 0.410 | A | A |
| **LASSEN ST** | **Aqueduct** | **405 Fwy** | Secondary | 700 | TWLTL | 2 | No | No | None | | 2 | No | No | None | | 1400 | 1400 | 651 | 574 | 0.465 | 0.410 | A | A |

*Speed limit posted in the field.

**Parking Restrictions** (Mid-Block, Typical Section)

| | | |
|---|---|---|
| None = No Restrictions (Parking OK) | TANSAT = Tow-Away No Stopping Any Time | PL = Passenger Loading |
| NPAT = No Parking Any Time | TANS 7-9 = Tow-Away No Stopping (Specify Hours) | |
| NP 7-9 = No Parking (Specify Hours) | 2HR 9-4 = Two-Hour Parking (Specify Hours) | |

**Median Type** (Mid-Block)

| | |
|---|---|
| UD = Undivided (No Striping) | RM = Raised Median |
| SDY = Single Double Yellow | TWLTL = Two-Way Left Turn Lane |
| DDY = Double Double Yellow | SBY = Single Broken Yellow |

| | | | | |
|---|---|---|---|---|
| Sum | 141,985 | 96,134 | Weighted V/C | 0.598 |
| | 238,119 | | | |
| Links at E or F | 19 | | | |

Note: Bold street name shows street as east/west

| Segment | From | To | Peak Lanes | | Capacity | | Volumes | | V/C Ratio W/O ATSAC | | Level of Service W/O ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| LINDLEY AVE | San Fern. Mission | Ludlow | 1 | 1 | 600 | 600 | 32 | 57 | 0.053 | 0.095 | A | A | 0.048 | 0.086 | A | A |
| LINDLEY AVE | Ludlow | Horace | 1 | 1 | 600 | 600 | 32 | 57 | 0.053 | 0.095 | A | A | 0.048 | 0.086 | A | A |
| LINDLEY AVE | Horace | Tulsa Pl | 1 | 1 | 600 | 600 | 32 | 57 | 0.053 | 0.095 | A | A | 0.048 | 0.086 | A | A |
| LINDLEY AVE | Tulsa Pl | Kingsbury | 1 | 1 | 600 | 600 | 35 | 34 | 0.058 | 0.057 | A | A | 0.053 | 0.052 | A | A |
| LINDLEY AVE | Kingsbury | Hiawatha | 1 | 1 | 600 | 600 | 47 | 25 | 0.078 | 0.042 | A | A | 0.071 | 0.038 | A | A |
| LINDLEY AVE | Hiawatha | Devonshire | 1 | 1 | 600 | 600 | 47 | 25 | 0.078 | 0.042 | A | A | 0.071 | 0.038 | A | A |
| ZELZAH AVE | End | Ridgeway | 1 | 1 | 600 | 600 | 41 | 29 | 0.068 | 0.048 | A | A | 0.062 | 0.044 | A | A |
| ZELZAH AVE | Ridgeway | Newcastle | 1 | 1 | 600 | 600 | 50 | 45 | 0.083 | 0.075 | A | A | 0.076 | 0.068 | A | A |
| ZELZAH AVE | Newcastle | Lerdo | 1 | 1 | 600 | 600 | 50 | 45 | 0.083 | 0.075 | A | A | 0.076 | 0.068 | A | A |
| ZELZAH AVE | Lerdo | Rinaldi | 1 | 1 | 600 | 600 | 50 | 45 | 0.083 | 0.075 | A | A | 0.076 | 0.068 | A | A |
| ZELZAH AVE | Rinaldi | SR-118 | 1 | 1 | 600 | 600 | 110 | 579 | 0.183 | 0.965 | A | E | 0.167 | 0.877 | A | D |
| ZELZAH AVE | SR-118 | Simonds | 1 | 1 | 600 | 600 | 634 | 103 | 1.057 | 0.172 | F | A | 0.961 | 0.156 | E | A |
| ZELZAH AVE | Simonds | Index | 1 | 1 | 600 | 600 | 666 | 544 | 1.110 | 0.907 | F | E | 1.009 | 0.824 | F | D |
| ZELZAH AVE | Index | Donmetz | 1 | 1 | 600 | 600 | 666 | 544 | 1.110 | 0.907 | F | E | 1.009 | 0.824 | F | D |
| ZELZAH AVE | Donmetz | Lahey | 1 | 1 | 600 | 600 | 666 | 544 | 1.110 | 0.907 | F | E | 1.009 | 0.824 | F | D |
| ZELZAH AVE | Lahey | San Fern. Mission | 1 | 1 | 600 | 600 | 666 | 544 | 1.110 | 0.907 | F | E | 1.009 | 0.824 | F | D |
| ZELZAH AVE | San Fern. Mission | Horace | 1 | 1 | 600 | 600 | 782 | 705 | 1.303 | 1.175 | F | F | 1.185 | 1.068 | F | F |
| ZELZAH AVE | Horace | Tulsa St | 1 | 1 | 600 | 600 | 782 | 705 | 1.303 | 1.175 | F | F | 1.185 | 1.068 | F | F |
| ZELZAH AVE | Tulsa St | Tribune St | 1 | 1 | 600 | 600 | 805 | 706 | 1.342 | 1.177 | F | F | 1.220 | 1.070 | F | F |
| ZELZAH AVE | Tribune St | Los Alimos | 1 | 1 | 600 | 600 | 811 | 760 | 1.352 | 1.267 | F | F | 1.229 | 1.152 | F | F |
| ZELZAH AVE | Los Alimos | Chatsworth | 1 | 1 | 600 | 600 | 811 | 760 | 1.352 | 1.267 | F | F | 1.229 | 1.152 | F | F |
| ZELZAH AVE | Chatsworth | Kingsbury | 2 | 2 | 1400 | 1400 | 963 | 534 | 0.688 | 0.381 | B | A | 0.625 | 0.347 | B | A |
| ZELZAH AVE | Kingsbury | San Jose | 2 | 2 | 1400 | 1400 | 963 | 534 | 0.688 | 0.381 | B | A | 0.625 | 0.347 | B | A |
| ZELZAH AVE | San Jose | Hiawatha | 2 | 2 | 1400 | 1400 | 1,240 | 799 | 0.886 | 0.571 | D | A | 0.805 | 0.519 | D | A |
| ZELZAH AVE | Hiawatha | Devonshire | 2 | 2 | 1400 | 1400 | 1,240 | 799 | 0.886 | 0.571 | D | A | 0.805 | 0.519 | D | A |
| WHITE OAK AVE | Rinaldi | San Fern. Mission | 2 | 2 | 1200 | 1200 | 181 | 54 | 0.151 | 0.045 | A | A | 0.137 | 0.041 | A | A |
| WHITE OAK AVE | San Fern. Mission | Los Alimos | 1 | 1 | 600 | 600 | 1,014 | 753 | 1.690 | 1.255 | F | F | 1.536 | 1.141 | F | F |
| WHITE OAK AVE | Los Alimos | Chatsworth | 1 | 1 | 600 | 600 | 955 | 861 | 1.592 | 1.435 | F | F | 1.447 | 1.305 | F | F |
| WHITE OAK AVE | Chatsworth | Kingsbury | 1 | 1 | 600 | 600 | 526 | 367 | 0.877 | 0.612 | D | B | 0.797 | 0.556 | C | A |
| WHITE OAK AVE | Kingsbury | San Jose | 1 | 1 | 600 | 600 | 526 | 367 | 0.877 | 0.612 | D | B | 0.797 | 0.556 | C | A |
| WHITE OAK AVE | San Jose | Devonshire | 2 | 2 | 1200 | 1200 | 217 | 133 | 0.181 | 0.111 | A | A | 0.164 | 0.101 | A | A |
| MAYERLING ST | Rexbon | Lerdo | 1 | 1 | 600 | 600 | 45 | 31 | 0.075 | 0.052 | A | A | 0.068 | 0.047 | A | A |
| MAYERLING ST | Lerdo | Wood Ranch | 1 | 1 | 600 | 600 | 45 | 31 | 0.075 | 0.052 | A | A | 0.068 | 0.047 | A | A |
| MAYERLING ST | Wood Ranch | Jellico | 1 | 1 | 600 | 600 | 26 | 18 | 0.043 | 0.030 | A | A | 0.039 | 0.027 | A | A |
| MAYERLING ST | Jellico | Shoshone | 1 | 1 | 600 | 600 | 26 | 18 | 0.043 | 0.030 | A | A | 0.039 | 0.027 | A | A |
| DARYL AVE | Trosa | Bradford | 1 | 1 | 600 | 600 | 28 | 22 | 0.047 | 0.037 | A | A | 0.042 | 0.033 | A | A |
| MEADOWLARK AVE | Sesnon | Westbury | 1 | 1 | 600 | 600 | 194 | 45 | 0.323 | 0.075 | A | A | 0.294 | 0.068 | A | A |
| NUGENT DR | Westbury | Angelaine | 1 | 1 | 600 | 600 | 295 | 44 | 0.492 | 0.073 | A | A | 0.447 | 0.067 | A | A |
| NUGENT DR | Angelaine | Bradford | 1 | 1 | 600 | 600 | 295 | 44 | 0.492 | 0.073 | A | A | 0.447 | 0.067 | A | A |
| NUGENT DR | Bradford | Shoshone | 1 | 1 | 600 | 600 | 404 | 130 | 0.673 | 0.217 | B | A | 0.612 | 0.197 | B | A |
| SHOSHONE AVE | Nugent | Highwater | 1 | 1 | 600 | 600 | 358 | 93 | 0.597 | 0.155 | A | A | 0.542 | 0.141 | A | A |
| SHOSHONE AVE | Highwater | Mayerling | 1 | 1 | 600 | 600 | 759 | 396 | 1.265 | 0.660 | F | B | 1.150 | 0.600 | F | B |
| SHOSHONE AVE | Mayerling | Flanders | 1 | 1 | 600 | 600 | 703 | 375 | 1.172 | 0.625 | F | B | 1.065 | 0.568 | F | A |
| SHOSHONE AVE | Flanders | Rinaldi | 1 | 1 | 600 | 600 | 703 | 375 | 1.172 | 0.625 | F | B | 1.065 | 0.568 | F | A |
| TROSA ST | Jolette | Neon Way | 1 | 1 | 600 | 600 | 34 | 41 | 0.057 | 0.068 | A | A | 0.052 | 0.062 | A | A |
| JOLETTE AVE | Garris | Nanette | 1 | 1 | 600 | 600 | 78 | 59 | 0.130 | 0.098 | A | A | 0.118 | 0.089 | A | A |
| JOLETTE AVE | Nanette | Dorina | 1 | 1 | 600 | 600 | 188 | 49 | 0.313 | 0.082 | A | A | 0.285 | 0.074 | A | A |
| JOLETTE AVE | Dorina | Darla | 1 | 1 | 600 | 600 | 188 | 49 | 0.313 | 0.082 | A | A | 0.285 | 0.074 | A | A |
| JOLETTE AVE | Darla | Westbury | 1 | 1 | 600 | 600 | 188 | 49 | 0.313 | 0.082 | A | A | 0.285 | 0.074 | A | A |
| JOLETTE AVE | Westbury | Paulette | 1 | 1 | 600 | 600 | 105 | 92 | 0.175 | 0.153 | A | A | 0.159 | 0.139 | A | A |
| JOLETTE AVE | Paulette | Jeanine | 1 | 1 | 600 | 600 | 202 | 176 | 0.337 | 0.293 | A | A | 0.306 | 0.267 | A | A |
| JOLETTE AVE | Jeanine | Rosnick | 1 | 1 | 600 | 600 | 202 | 176 | 0.337 | 0.293 | A | A | 0.306 | 0.267 | A | A |
| JOLETTE AVE | Rosnick | Balboa | 1 | 1 | 600 | 600 | 185 | 176 | 0.308 | 0.293 | A | A | 0.280 | 0.267 | A | A |
| BRADFORD PL | Cascade Canyon | Nugent | 1 | 1 | 600 | 600 | 27 | 49 | 0.045 | 0.082 | A | A | 0.041 | 0.074 | A | A |
| BRADFORD PL | Nugent | Tilford | 1 | 1 | 600 | 600 | 64 | 80 | 0.107 | 0.133 | A | A | 0.097 | 0.121 | A | A |
| BRADFORD PL | Tilford | Firma | 1 | 1 | 600 | 600 | 64 | 80 | 0.107 | 0.133 | A | A | 0.097 | 0.121 | A | A |
| BRADFORD PL | Firma | Sunderland | 1 | 1 | 600 | 600 | 64 | 80 | 0.107 | 0.133 | A | A | 0.097 | 0.121 | A | A |
| BRADFORD PL | Sunderland | Bambi | 1 | 1 | 600 | 600 | 193 | 34 | 0.322 | 0.057 | A | A | 0.292 | 0.052 | A | A |

Note: Bold street name shows street as east/west

| Segment | From | To | Peak Lanes | | Capacity | | Volumes | | V/C Ratio W/O ATSAC | | Level of Service W/O ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| BRADFORD PL | Bambi | Jeanette | 1 | 1 | 600 | 600 | 193 | 34 | 0.322 | 0.057 | A | A | 0.292 | 0.052 | A | A |
| BRADFORD PL | Jeanette | Dresden | 1 | 1 | 600 | 600 | 193 | 34 | 0.322 | 0.057 | A | A | 0.292 | 0.052 | A | A |
| BRADFORD PL | Dresden | Mindora | 1 | 1 | 600 | 600 | 193 | 34 | 0.322 | 0.057 | A | A | 0.292 | 0.052 | A | A |
| BRADFORD PL | Mindora | Signature | 1 | 1 | 600 | 600 | 193 | 34 | 0.322 | 0.057 | A | A | 0.292 | 0.052 | A | A |
| EL ORO WAY | Rosnick | Ceredo | 1 | 1 | 600 | 600 | 16 | 27 | 0.027 | 0.045 | A | A | 0.024 | 0.041 | A | A |
| EL ORO WAY | Ceredo | Mandarin | 1 | 1 | 600 | 600 | 16 | 27 | 0.027 | 0.045 | A | A | 0.024 | 0.041 | A | A |
| EL ORO WAY | Mandarin | Signature | 1 | 1 | 600 | 600 | 16 | 29 | 0.027 | 0.048 | A | A | 0.024 | 0.044 | A | A |
| EL ORO WAY | Signature | Paso Robles | 1 | 1 | 600 | 600 | 213 | 12 | 0.355 | 0.020 | A | A | 0.323 | 0.018 | A | A |
| EL ORO WAY | Paso Robles | Midwood | 1 | 1 | 600 | 600 | 213 | 12 | 0.355 | 0.020 | A | A | 0.323 | 0.018 | A | A |
| EL ORO WAY | Midwood | Paso Robles | 1 | 1 | 600 | 600 | 213 | 12 | 0.355 | 0.020 | A | A | 0.323 | 0.018 | A | A |
| PASO ROBLES AVE | Midwood | Barneston | 1 | 1 | 600 | 600 | 213 | 12 | 0.355 | 0.020 | A | A | 0.323 | 0.018 | A | A |
| PASO ROBLES AVE | Barneston | Galesberg | 1 | 1 | 600 | 600 | 89 | 38 | 0.148 | 0.063 | A | A | 0.135 | 0.058 | A | A |
| PASO ROBLES AVE | Galesberg | Lorillard | 1 | 1 | 600 | 600 | 89 | 38 | 0.148 | 0.063 | A | A | 0.135 | 0.058 | A | A |
| PASO ROBLES AVE | Lorillard | Gunther | 1 | 1 | 600 | 600 | 89 | 38 | 0.148 | 0.063 | A | A | 0.135 | 0.058 | A | A |
| PASO ROBLES AVE | Gunther | Halsey | 1 | 1 | 600 | 600 | 89 | 38 | 0.148 | 0.063 | A | A | 0.135 | 0.058 | A | A |
| ENCINO AVE | Rinaldi | Kalisher | 1 | 1 | 600 | 600 | 472 | 280 | 0.787 | 0.467 | C | A | 0.715 | 0.424 | C | A |
| ENCINO AVE | Kalisher | Index | 1 | 1 | 600 | 600 | 472 | 280 | 0.787 | 0.467 | C | A | 0.715 | 0.424 | C | A |
| ENCINO AVE | Index | Donmetz | 1 | 1 | 600 | 600 | 43 | 32 | 0.072 | 0.053 | A | A | 0.065 | 0.048 | A | A |
| ENCINO AVE | Donmetz | Lahey | 1 | 1 | 600 | 600 | 29 | 16 | 0.048 | 0.027 | A | A | 0.044 | 0.024 | A | A |
| ENCINO AVE | Lahey | San Fern. Mission | 1 | 1 | 600 | 600 | 29 | 16 | 0.048 | 0.027 | A | A | 0.044 | 0.024 | A | A |
| ENCINO AVE | San Fern. Mission | Ludlow | 1 | 1 | 600 | 600 | 35 | 14 | 0.058 | 0.023 | A | A | 0.053 | 0.021 | A | A |
| ENCINO AVE | Ludlow | Horace | 1 | 1 | 600 | 600 | 35 | 14 | 0.058 | 0.023 | A | A | 0.053 | 0.021 | A | A |
| ENCINO AVE | Horace | Tulsa | 1 | 1 | 600 | 600 | 35 | 14 | 0.058 | 0.023 | A | A | 0.053 | 0.021 | A | A |
| ENCINO AVE | Tulsa | Tribune | 1 | 1 | 600 | 600 | 109 | 59 | 0.182 | 0.098 | A | A | 0.165 | 0.089 | A | A |
| ENCINO AVE | Tribune | Los Alimos | 1 | 1 | 600 | 600 | 109 | 59 | 0.182 | 0.098 | A | A | 0.165 | 0.089 | A | A |
| ENCINO AVE | Los Alimos | Chatsworth | 1 | 1 | 600 | 600 | 168 | 62 | 0.280 | 0.103 | A | A | 0.255 | 0.094 | A | A |
| ENCINO AVE | Chatsworth | Kingsbury | 1 | 1 | 600 | 600 | 511 | 305 | 0.852 | 0.508 | D | A | 0.774 | 0.462 | C | A |
| ENCINO AVE | Kingsbury | San Jose | 1 | 1 | 600 | 600 | 56 | 53 | 0.093 | 0.088 | A | A | 0.085 | 0.080 | A | A |
| ENCINO AVE | San Jose | Hiawatha | 1 | 1 | 600 | 600 | 456 | 440 | 0.760 | 0.733 | C | C | 0.691 | 0.667 | B | B |
| ENCINO AVE | Hiawatha | Blackhawk | 1 | 1 | 600 | 600 | 456 | 440 | 0.760 | 0.733 | C | C | 0.691 | 0.667 | B | B |
| ENCINO AVE | Blackhawk | Devonshire | 1 | 1 | 600 | 600 | 456 | 440 | 0.760 | 0.733 | C | C | 0.691 | 0.667 | B | B |
| LOUISE AVE | Nugent | Andasol | 1 | 1 | 600 | 600 | 45 | 36 | 0.075 | 0.060 | A | A | 0.068 | 0.055 | A | A |
| LOUISE AVE | Andasol | Signature | 1 | 1 | 600 | 600 | 65 | 20 | 0.108 | 0.033 | A | A | 0.098 | 0.030 | A | A |
| LOUISE AVE | Signature | Barneston Ct | 1 | 1 | 600 | 600 | 234 | 80 | 0.390 | 0.133 | A | A | 0.355 | 0.121 | A | A |
| LOUISE AVE | Barneston Ct | Mayerling | 1 | 1 | 600 | 600 | 62 | 8 | 0.103 | 0.013 | A | A | 0.094 | 0.012 | A | A |
| LOUISE AVE | Mayerling | Bircher | 1 | 1 | 600 | 600 | 453 | 124 | 0.755 | 0.207 | C | A | 0.686 | 0.188 | B | A |
| LOUISE AVE | Bircher | Flanders | 1 | 1 | 600 | 600 | 453 | 124 | 0.755 | 0.207 | C | A | 0.686 | 0.188 | B | A |
| LOUISE AVE | Flanders | Rinaldi | 1 | 1 | 600 | 600 | 453 | 124 | 0.755 | 0.207 | C | A | 0.686 | 0.188 | B | A |
| LOUISE AVE | Rinaldi | Index | 2 | 1 | 1400 | 700 | 225 | 28 | 0.161 | 0.040 | A | A | 0.146 | 0.036 | A | A |
| LOUISE AVE | Index | Lahey | 2 | 1 | 1400 | 700 | 468 | 104 | 0.334 | 0.149 | A | A | 0.304 | 0.135 | A | A |
| LOUISE AVE | Lahey | San Fern. Mission | 2 | 1 | 1400 | 700 | 549 | 149 | 0.392 | 0.213 | A | A | 0.356 | 0.194 | A | A |
| LOUISE AVE | San Fern. Mission | Los Alimos | 1 | 1 | 700 | 700 | 645 | 289 | 0.921 | 0.413 | E | A | 0.838 | 0.375 | D | A |
| LOUISE AVE | Los Alimos | Chatsworth | 1 | 1 | 700 | 700 | 674 | 182 | 0.963 | 0.260 | E | A | 0.875 | 0.236 | D | A |
| LOUISE AVE | Chatsworth | Kingsbury | 2 | 2 | 1400 | 1400 | 462 | 189 | 0.330 | 0.135 | A | A | 0.300 | 0.123 | A | A |
| LOUISE AVE | Kingsbury | Germain | 2 | 2 | 1400 | 1400 | 462 | 189 | 0.330 | 0.135 | A | A | 0.300 | 0.123 | A | A |
| LOUISE AVE | Germain | San Jose | 2 | 2 | 1400 | 1400 | 462 | 189 | 0.330 | 0.135 | A | A | 0.300 | 0.123 | A | A |
| LOUISE AVE | San Jose | Hiawatha | 2 | 2 | 1400 | 1400 | 250 | 49 | 0.179 | 0.035 | A | A | 0.162 | 0.032 | A | A |
| LOUISE AVE | Hiawatha | Devonshire | 2 | 2 | 1400 | 1400 | 250 | 49 | 0.179 | 0.035 | A | A | 0.162 | 0.032 | A | A |
| AMESTOY AVE | Index | Donmetz | 2 | 1 | 1400 | 700 | 468 | 104 | 0.334 | 0.149 | A | A | 0.304 | 0.135 | A | A |
| AMESTOY AVE | Donmetz | Lahey | 2 | 1 | 1400 | 700 | 549 | 149 | 0.392 | 0.213 | A | A | 0.356 | 0.194 | A | A |
| AMESTOY AVE | Lahey | Devonshire | 1 | 1 | 700 | 700 | 645 | 289 | 0.921 | 0.413 | E | A | 0.838 | 0.375 | D | A |
| BALBOA RD | San Fernando | Balboa Blvd | 2 | 2 | 1400 | 1400 | 2,327 | 2,082 | 1.662 | 1.487 | F | F | 1.511 | 1.352 | F | F |
| BALBOA BLVD | Foothill | Balboa Rd | 3 | 2 | 2400 | 1600 | 1,405 | 429 | 0.585 | 0.268 | A | A | 0.532 | 0.244 | A | A |
| BALBOA BLVD | Balboa Rd | Timber Ridge | 2 | 2 | 1600 | 1600 | 3,398 | 2,178 | 2.124 | 1.361 | F | F | 1.931 | 1.238 | F | F |
| BALBOA BLVD | Timber Ridge | Sesnon | 2 | 2 | 1600 | 1600 | 3,398 | 2,178 | 2.124 | 1.361 | F | F | 1.931 | 1.238 | F | F |
| BALBOA BLVD | Sesnon | Orozco | 2 | 2 | 1600 | 1600 | 3,110 | 2,149 | 1.944 | 1.343 | F | F | 1.767 | 1.221 | F | F |
| BALBOA BLVD | Orozco | Tennyson | 2 | 2 | 1600 | 1600 | 3,110 | 2,149 | 1.944 | 1.343 | F | F | 1.767 | 1.221 | F | F |
| BALBOA BLVD | Tennyson | Woodley | 2 | 2 | 1600 | 1600 | 3,074 | 1,958 | 1.921 | 1.224 | F | F | 1.747 | 1.113 | F | F |

Note: Bold street name shows street as east/west

| Segment | From | To | Peak Lanes | | Capacity | | Volumes | | V/C Ratio W/O ATSAC | | Level of Service W/O ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| BALBOA BLVD | Woodley | Colven | 3 | 2 | 2400 | 1600 | 3,428 | 2,233 | 1.428 | 1.396 | F | F | 1.298 | 1.269 | F | F |
| BALBOA BLVD | Colven | Pineridge | 3 | 2 | 2400 | 1600 | 3,388 | 2,145 | 1.412 | 1.341 | F | F | 1.283 | 1.219 | F | F |
| BALBOA BLVD | Pineridge | Knollwood | 3 | 2 | 2400 | 1600 | 3,576 | 2,301 | 1.490 | 1.438 | F | F | 1.355 | 1.307 | F | F |
| BALBOA BLVD | Knollwood | Midwood | 3 | 2 | 2400 | 1600 | 3,652 | 2,365 | 1.522 | 1.478 | F | F | 1.383 | 1.344 | F | F |
| BALBOA BLVD | Midwood | Lorillard | 3 | 2 | 2400 | 1600 | 3,699 | 2,408 | 1.541 | 1.505 | F | F | 1.401 | 1.368 | F | F |
| BALBOA BLVD | Lorillard | Halsey | 3 | 2 | 2400 | 1600 | 3,668 | 2,379 | 1.528 | 1.487 | F | F | 1.389 | 1.352 | F | F |
| BALBOA BLVD | Halsey | Rinaldi | 3 | 2 | 2400 | 1600 | 3,757 | 2,379 | 1.565 | 1.487 | F | F | 1.423 | 1.352 | F | F |
| BALBOA BLVD | Rinaldi | Index | 3 | 2 | 2400 | 1600 | 3,753 | 2,715 | 1.564 | 1.697 | F | F | 1.422 | 1.543 | F | F |
| BALBOA BLVD | Index | San Fern. Mission | 3 | 2 | 2400 | 1600 | 2,593 | 1,567 | 1.080 | 0.979 | F | E | 0.982 | 0.890 | E | D |
| BALBOA BLVD | San Fern. Mission | Tulsa | 3 | 2 | 2400 | 1600 | 2,660 | 1,419 | 1.108 | 0.887 | F | D | 1.008 | 0.806 | F | D |
| BALBOA BLVD | Tulsa | Los Alimos | 3 | 2 | 2400 | 1600 | 2,514 | 1,328 | 1.048 | 0.830 | F | D | 0.952 | 0.755 | E | C |
| BALBOA BLVD | Los Alimos | Chatsworth | 3 | 2 | 2400 | 1600 | 2,514 | 1,328 | 1.048 | 0.830 | F | D | 0.952 | 0.755 | E | C |
| BALBOA BLVD | Chatsworth | Kingsbury | 3 | 2 | 2400 | 1600 | 2,490 | 1,360 | 1.038 | 0.850 | F | D | 0.943 | 0.773 | E | C |
| BALBOA BLVD | Kingsbury | Germain | 3 | 2 | 2400 | 1600 | 2,490 | 1,360 | 1.038 | 0.850 | F | D | 0.943 | 0.773 | E | C |
| BALBOA BLVD | Germain | San Jose | 3 | 2 | 2400 | 1600 | 2,490 | 1,360 | 1.038 | 0.850 | F | D | 0.943 | 0.773 | E | C |
| BALBOA BLVD | San Jose | Blackhawk | 3 | 2 | 2400 | 1600 | 2,287 | 1,027 | 0.953 | 0.642 | E | B | 0.866 | 0.584 | D | A |
| BALBOA BLVD | Blackhawk | Devonshire | 3 | 2 | 2400 | 1600 | 2,287 | 1,027 | 0.953 | 0.642 | E | B | 0.866 | 0.584 | D | A |
| PETIT AVE | Tulsa | Tribune | 1 | 1 | 600 | 600 | 37 | 33 | 0.062 | 0.055 | A | A | 0.056 | 0.050 | A | A |
| PETIT AVE | Tribune | Los Alimos | 1 | 1 | 600 | 600 | 37 | 33 | 0.062 | 0.055 | A | A | 0.056 | 0.050 | A | A |
| PETIT AVE | Los Alimos | Chatsworth | 1 | 1 | 600 | 600 | 37 | 33 | 0.062 | 0.055 | A | A | 0.056 | 0.050 | A | A |
| PETIT AVE | Chatsworth | Kingsbury | 1 | 1 | 600 | 600 | 8 | 32 | 0.013 | 0.053 | A | A | 0.012 | 0.048 | A | A |
| PETIT AVE | Kingsbury | Germain | 1 | 1 | 600 | 600 | 8 | 32 | 0.013 | 0.053 | A | A | 0.012 | 0.048 | A | A |
| PETIT AVE | Germain | San Jose | 1 | 1 | 600 | 600 | 8 | 32 | 0.013 | 0.053 | A | A | 0.012 | 0.048 | A | A |
| PETIT AVE | San Jose | Minnehaha | 1 | 1 | 600 | 600 | 25 | 32 | 0.042 | 0.053 | A | A | 0.038 | 0.048 | A | A |
| PETIT AVE | Minnehaha | Blackhawk | 1 | 1 | 600 | 600 | 25 | 32 | 0.042 | 0.053 | A | A | 0.038 | 0.048 | A | A |
| PETIT AVE | Blackhawk | Devonshire | 1 | 1 | 600 | 600 | 216 | 111 | 0.360 | 0.185 | A | A | 0.327 | 0.168 | A | A |
| PETIT AVE | Devonshire | Romar | 1 | 1 | 600 | 600 | 44 | 49 | 0.073 | 0.082 | A | A | 0.067 | 0.074 | A | A |
| KNOLLWOOD DR | Pineridge | Sarazen | 1 | 1 | 600 | 600 | 45 | 33 | 0.075 | 0.055 | A | A | 0.068 | 0.050 | A | A |
| KNOLLWOOD DR | Sarazen | Demaret | 1 | 1 | 600 | 600 | 45 | 33 | 0.075 | 0.055 | A | A | 0.068 | 0.050 | A | A |
| KNOLLWOOD DR | Demaret | Susan | 1 | 1 | 600 | 600 | 45 | 33 | 0.075 | 0.055 | A | A | 0.068 | 0.050 | A | A |
| KNOLLWOOD DR | Susan | Balboa | 1 | 1 | 600 | 600 | 131 | 70 | 0.218 | 0.117 | A | A | 0.198 | 0.106 | A | A |
| GERALD AVE | Shamhart | Midwood | 1 | 1 | 600 | 600 | 3 | 44 | 0.005 | 0.073 | A | A | 0.005 | 0.067 | A | A |
| GERALD AVE | Midwood | Barneston | 1 | 1 | 600 | 600 | 3 | 44 | 0.005 | 0.073 | A | A | 0.005 | 0.067 | A | A |
| GERALD AVE | Barneston | Armstead | 1 | 1 | 600 | 600 | 3 | 44 | 0.005 | 0.073 | A | A | 0.005 | 0.067 | A | A |
| HAYVENHURST | Rinaldi | Simonds | 2 | 2 | 1400 | 1400 | 499 | 236 | 0.356 | 0.169 | A | A | 0.324 | 0.153 | A | A |
| HAYVENHURST | Simonds | Index | 2 | 2 | 1400 | 1400 | 243 | 685 | 0.174 | 0.489 | A | A | 0.158 | 0.445 | A | A |
| HAYVENHURST | Index | San Fern. Mission | 2 | 2 | 1400 | 1400 | 1,108 | 426 | 0.791 | 0.304 | C | A | 0.719 | 0.277 | C | A |
| HAYVENHURST | San Fern. Mission | Horace | 2 | 2 | 1400 | 1400 | 1,646 | 742 | 1.176 | 0.530 | F | A | 1.069 | 0.482 | F | A |
| HAYVENHURST | Horace | Tulsa | 2 | 2 | 1400 | 1400 | 1,508 | 608 | 1.077 | 0.434 | F | A | 0.979 | 0.395 | E | A |
| HAYVENHURST | Tulsa | Chatsworth | 2 | 2 | 1400 | 1400 | 1,482 | 600 | 1.059 | 0.429 | F | A | 0.962 | 0.390 | E | A |
| HAYVENHURST | Chatsworth | San Jose | 2 | 2 | 1400 | 1400 | 1,006 | 262 | 0.719 | 0.187 | C | A | 0.653 | 0.170 | B | A |
| HAYVENHURST | San Jose | Blackhawk | 2 | 2 | 1400 | 1400 | 973 | 429 | 0.695 | 0.306 | B | A | 0.632 | 0.279 | B | A |
| HAYVENHURST | Blackhawk | Devonshire | 2 | 2 | 1400 | 1400 | 1,153 | 497 | 0.824 | 0.355 | D | A | 0.749 | 0.323 | C | A |
| HAYVENHURST | Devonshire | Mayall | 2 | 2 | 1400 | 1400 | 1,045 | 211 | 0.746 | 0.151 | C | A | 0.679 | 0.137 | B | A |
| HAYVENHURST | Mayall | Vintage | 2 | 2 | 1400 | 1400 | 1,045 | 211 | 0.746 | 0.151 | C | A | 0.679 | 0.137 | B | A |
| HAYVENHURST | Vintage | Lassen | 2 | 2 | 1400 | 1400 | 1,053 | 278 | 0.752 | 0.199 | C | A | 0.684 | 0.181 | B | A |
| GOTHIC AVE | Woodley | Rinaldi | 1 | 1 | 600 | 600 | 128 | 68 | 0.213 | 0.113 | A | A | 0.194 | 0.103 | A | A |
| GOTHIC AVE | Rinaldi | Index | 1 | 1 | 600 | 600 | 8 | 5 | 0.013 | 0.008 | A | A | 0.012 | 0.008 | A | A |
| GOTHIC AVE | Index | Donmetz | 1 | 1 | 600 | 600 | 8 | 5 | 0.013 | 0.008 | A | A | 0.012 | 0.008 | A | A |
| GOTHIC AVE | Donmetz | Chatsworth | 1 | 1 | 600 | 600 | 47 | 30 | 0.078 | 0.050 | A | A | 0.071 | 0.045 | A | A |
| GOTHIC AVE | Chatsworth | Lassen | 1 | 1 | 600 | 600 | 581 | 302 | 0.968 | 0.503 | E | A | 0.880 | 0.458 | D | A |
| WOODLEY AVE | Balboa | McLennan | 1 | 1 | 600 | 600 | 67 | 32 | 0.112 | 0.053 | A | A | 0.102 | 0.048 | A | A |
| WOODLEY AVE | McLennan | Nanette | 1 | 1 | 600 | 600 | 67 | 32 | 0.112 | 0.053 | A | A | 0.102 | 0.048 | A | A |
| WOODLEY AVE | Nanette | Knollwood | 1 | 1 | 600 | 600 | 67 | 30 | 0.112 | 0.050 | A | A | 0.102 | 0.045 | A | A |
| WOODLEY AVE | Knollwood | Pineridge | 1 | 1 | 600 | 600 | 67 | 30 | 0.112 | 0.050 | A | A | 0.102 | 0.045 | A | A |
| WOODLEY AVE | Pineridge | Gerald | 1 | 1 | 600 | 600 | 67 | 31 | 0.112 | 0.052 | A | A | 0.102 | 0.047 | A | A |
| WOODLEY AVE | Gerald | Gothic | 1 | 1 | 600 | 600 | 67 | 31 | 0.112 | 0.052 | A | A | 0.102 | 0.047 | A | A |
| WOODLEY AVE | Gothic | Collett | 1 | 1 | 600 | 600 | 67 | 47 | 0.112 | 0.078 | A | A | 0.102 | 0.071 | A | A |

Note: Bold street name shows street as east/west

| Segment | From | To | Peak Lanes | | Capacity | | Volumes | | V/C Ratio W/O ATSAC | | Level of Service W/O ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| WOODLEY AVE | Collett | Rinaldi | 1 | 1 | 600 | 600 | 67 | 35 | 0.112 | 0.058 | A | A | 0.102 | 0.053 | A | A |
| WOODLEY AVE | Rinaldi | Simonds | 2 | 2 | 1600 | 1600 | 995 | 468 | 0.622 | 0.293 | B | A | 0.565 | 0.266 | A | A |
| WOODLEY AVE | Simonds | Index | 2 | 2 | 1600 | 1600 | 974 | 463 | 0.609 | 0.289 | B | A | 0.553 | 0.263 | A | A |
| WOODLEY AVE | Index | San Fern. Mission | 2 | 2 | 1600 | 1600 | 1,283 | 473 | 0.802 | 0.296 | D | A | 0.729 | 0.269 | C | A |
| WOODLEY AVE | San Fern. Mission | Horace | 2 | 2 | 1600 | 1600 | 692 | 327 | 0.433 | 0.204 | A | A | 0.393 | 0.186 | A | A |
| WOODLEY AVE | Horace | Tulsa | 2 | 2 | 1600 | 1600 | 755 | 336 | 0.472 | 0.210 | A | A | 0.429 | 0.191 | A | A |
| WOODLEY AVE | Tulsa | Chatsworth | 2 | 2 | 1600 | 1600 | 1,232 | 477 | 0.770 | 0.298 | C | A | 0.700 | 0.271 | C | A |
| WOODLEY AVE | Chatsworth | San Jose | 2 | 2 | 1600 | 1600 | 1,827 | 1,103 | 1.142 | 0.689 | F | B | 1.038 | 0.627 | F | B |
| WOODLEY AVE | San Jose | Devonshire | 2 | 2 | 1600 | 1600 | 1,538 | 815 | 0.961 | 0.509 | E | A | 0.874 | 0.463 | D | A |
| WOODLEY AVE | Devonshire | Mayall | 2 | 2 | 1600 | 1600 | 1,486 | 786 | 0.929 | 0.491 | E | A | 0.844 | 0.447 | D | A |
| WOODLEY AVE | Mayall | Lassen | 2 | 2 | 1600 | 1600 | 1,514 | 701 | 0.946 | 0.438 | E | A | 0.860 | 0.398 | D | A |
| GAYNOR AVE | Rinaldi | Chatsworth | 1 | 1 | 600 | 600 | 126 | 62 | 0.210 | 0.103 | A | A | 0.191 | 0.094 | A | A |
| GAYNOR AVE | Chatsworth | Kingsbury | 1 | 1 | 600 | 600 | 41 | 32 | 0.068 | 0.053 | A | A | 0.062 | 0.048 | A | A |
| MONTGOMERY AVE | Kingsbury | San Jose | 1 | 1 | 600 | 600 | 41 | 32 | 0.068 | 0.053 | A | A | 0.062 | 0.048 | A | A |
| MONTGOMERY AVE | San Jose | Blackhawk | 1 | 1 | 600 | 600 | 50 | 66 | 0.083 | 0.110 | A | A | 0.076 | 0.100 | A | A |
| MONTGOMERY AVE | Blackhawk | Devonshire | 1 | 1 | 600 | 600 | 111 | 75 | 0.185 | 0.125 | A | A | 0.168 | 0.114 | A | A |
| MONTGOMERY AVE | Devonshire | Tuba | 1 | 1 | 600 | 600 | 5 | 3 | 0.008 | 0.005 | A | A | 0.008 | 0.005 | A | A |
| MONTGOMERY AVE | Tuba | Lemarsh | 1 | 1 | 600 | 600 | 5 | 3 | 0.008 | 0.005 | A | A | 0.008 | 0.005 | A | A |
| MONTGOMERY AVE | Lemarsh | Mayall | 1 | 1 | 600 | 600 | 25 | 28 | 0.042 | 0.047 | A | A | 0.038 | 0.042 | A | A |
| MONTGOMERY AVE | Mayall | Septo | 1 | 1 | 600 | 600 | 33 | 31 | 0.055 | 0.052 | A | A | 0.050 | 0.047 | A | A |
| MONTGOMERY AVE | Septo | Lassen | 1 | 1 | 600 | 600 | 33 | 31 | 0.055 | 0.052 | A | A | 0.050 | 0.047 | A | A |
| HASKELL AVE | Rinaldi | Index | 2 | 2 | 1400 | 1400 | 413 | 180 | 0.295 | 0.129 | A | A | 0.268 | 0.117 | A | A |
| HASKELL AVE | Index | Lahey | 2 | 2 | 1400 | 1400 | 219 | 161 | 0.156 | 0.115 | A | A | 0.142 | 0.105 | A | A |
| HASKELL AVE | Lahey | San Fern. Mission | 2 | 2 | 1400 | 1400 | 219 | 161 | 0.156 | 0.115 | A | A | 0.142 | 0.105 | A | A |
| HASKELL AVE | San Fern. Mission | Tulsa | 2 | 2 | 1400 | 1400 | 264 | 266 | 0.189 | 0.190 | A | A | 0.171 | 0.173 | A | A |
| HASKELL AVE | Tulsa | Bermuda | 2 | 2 | 1400 | 1400 | 340 | 263 | 0.243 | 0.188 | A | A | 0.221 | 0.171 | A | A |
| HASKELL AVE | Bermuda | Los Alimos | 2 | 2 | 1400 | 1400 | 340 | 263 | 0.243 | 0.188 | A | A | 0.221 | 0.171 | A | A |
| HASKELL AVE | Los Alimos | Chatsworth | 2 | 2 | 1400 | 1400 | 340 | 263 | 0.243 | 0.188 | A | A | 0.221 | 0.171 | A | A |
| HASKELL AVE | Chatsworth | Kingsbury | 2 | 2 | 1400 | 1400 | 602 | 305 | 0.430 | 0.218 | A | A | 0.391 | 0.198 | A | A |
| HASKELL AVE | Kingsbury | San Jose | 2 | 2 | 1400 | 1400 | 602 | 305 | 0.430 | 0.218 | A | A | 0.391 | 0.198 | A | A |
| HASKELL AVE | San Jose | Devonshire | 2 | 2 | 1400 | 1400 | 402 | 299 | 0.287 | 0.214 | A | A | 0.261 | 0.194 | A | A |
| HASKELL AVE | Devonshire | Tuba | 2 | 2 | 1400 | 1400 | 586 | 243 | 0.419 | 0.174 | A | A | 0.381 | 0.158 | A | A |
| HASKELL AVE | Tuba | Lemarsh | 2 | 2 | 1400 | 1400 | 586 | 243 | 0.419 | 0.174 | A | A | 0.381 | 0.158 | A | A |
| HASKELL AVE | Lemarsh | Mayall | 2 | 2 | 1400 | 1400 | 567 | 160 | 0.405 | 0.114 | A | A | 0.368 | 0.104 | A | A |
| HASKELL AVE | Mayall | Stare | 1 | 1 | 600 | 600 | 33 | 31 | 0.055 | 0.052 | A | A | 0.050 | 0.047 | A | A |
| HASKELL AVE | Stare | Septo | 1 | 1 | 600 | 600 | 33 | 31 | 0.055 | 0.052 | A | A | 0.050 | 0.047 | A | A |
| HASKELL AVE | Septo | Lassen | 1 | 1 | 600 | 600 | 33 | 31 | 0.055 | 0.052 | A | A | 0.050 | 0.047 | A | A |
| SAN FERNANDO RD | Sierra Hwy | Ranch Rd | 2 | 2 | 1600 | 1600 | 4,903 | 1,421 | 3.064 | 0.888 | F | D | 2.786 | 0.807 | F | D |
| SAN FERNANDO RD | Ranch Rd | Balboa | 2 | 2 | 1600 | 1600 | 2,183 | 4,898 | 1.364 | 3.061 | F | F | 1.240 | 2.783 | F | F |
| SAN FERNANDO RD | Balboa | Sepulveda | 2 | 2 | 1600 | 1600 | 639 | 3,109 | 0.399 | 1.943 | A | F | 0.363 | 1.766 | A | F |
| SEPULVEDA BLVD (north link) | San Fernando | Roxford | 2 | 2 | 1600 | 1600 | 1,681 | 364 | 1.051 | 0.228 | F | A | 0.955 | 0.207 | E | A |
| SEPULVEDA BLVD (south link) | San Fernando | Roxford | 1 | 1 | 800 | 800 | 1,749 | 456 | 2.186 | 0.570 | F | A | 1.988 | 0.518 | F | A |
| **SESNON BLVD** | **Cascade Canyon** | **Marcus** | 2 | 2 | 1600 | 1600 | 96 | 109 | 0.060 | 0.068 | A | A | 0.055 | 0.062 | A | A |
| **SESNON BLVD** | **Marcus** | **Neon** | 2 | 2 | 1600 | 1600 | 96 | 109 | 0.060 | 0.068 | A | A | 0.055 | 0.062 | A | A |
| **SESNON BLVD** | **Neon** | **Jolette** | 2 | 2 | 1600 | 1600 | 96 | 109 | 0.060 | 0.068 | A | A | 0.055 | 0.062 | A | A |
| **SESNON BLVD** | **Jolette** | **Bronte** | 2 | 2 | 1600 | 1600 | 36 | 31 | 0.023 | 0.019 | A | A | 0.020 | 0.018 | A | A |
| **SESNON BLVD** | **Bronte** | **Tuscan** | 2 | 2 | 1600 | 1600 | 36 | 31 | 0.023 | 0.019 | A | A | 0.020 | 0.018 | A | A |
| **SESNON BLVD** | **Tuscan** | **Meadowlark** | 2 | 2 | 1600 | 1600 | 36 | 31 | 0.023 | 0.019 | A | A | 0.020 | 0.018 | A | A |
| **SESNON BLVD** | **Meadowlark** | **Orozco** | 1 | 1 | 800 | 800 | 231 | 31 | 0.289 | 0.039 | A | A | 0.263 | 0.035 | A | A |
| **SESNON BLVD** | **Orozco** | **Constable** | 1 | 1 | 800 | 800 | 287 | 29 | 0.359 | 0.036 | A | A | 0.326 | 0.033 | A | A |
| **SESNON BLVD** | **Constable** | **Balboa** | 1 | 1 | 800 | 800 | 287 | 29 | 0.359 | 0.036 | A | A | 0.326 | 0.033 | A | A |
| **LISETTE ST** | **Jolette** | **Jimeno** | 1 | 1 | 600 | 600 | 147 | 44 | 0.245 | 0.073 | A | A | 0.223 | 0.067 | A | A |
| **LISETTE ST** | **Jimeno** | **Balboa** | 1 | 1 | 600 | 600 | 273 | 421 | 0.455 | 0.702 | A | C | 0.414 | 0.638 | A | B |
| **WESTBURY DR** | **Daryl** | **Henzie** | 1 | 1 | 600 | 600 | 45 | 36 | 0.075 | 0.060 | A | A | 0.068 | 0.055 | A | A |
| **WESTBURY DR** | **Henzie** | **Byron** | 1 | 1 | 600 | 600 | 45 | 36 | 0.075 | 0.060 | A | A | 0.068 | 0.055 | A | A |
| **WESTBURY DR** | **Byron** | **Lithuania** | 1 | 1 | 600 | 600 | 45 | 36 | 0.075 | 0.060 | A | A | 0.068 | 0.055 | A | A |
| **WESTBURY DR** | **Lithuania** | **El Oro** | 1 | 1 | 600 | 600 | 124 | 44 | 0.207 | 0.073 | A | A | 0.188 | 0.067 | A | A |
| **WESTBURY DR** | **El Oro** | **Balboa** | 1 | 1 | 600 | 600 | 40 | 87 | 0.067 | 0.145 | A | A | 0.061 | 0.132 | A | A |

Note: Bold street name shows street as east/west

| Segment | From | To | Peak Lanes | | Capacity | | Volumes | | V/C Ratio W/O ATSAC | | Level of Service W/O ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| **ROSNICK PL** | **El Oro** | **McLennan** | 1 | 1 | 600 | 600 | 16 | 48 | 0.027 | 0.080 | A | A | 0.024 | 0.073 | A | A |
| **PINERIDGE DR** | **McLennan** | **Kenny** | 1 | 1 | 600 | 600 | 55 | 32 | 0.092 | 0.053 | A | A | 0.083 | 0.048 | A | A |
| **PINERIDGE DR** | **Kenny** | **Catenia** | 1 | 1 | 600 | 600 | 44 | 31 | 0.073 | 0.052 | A | A | 0.067 | 0.047 | A | A |
| **PINERIDGE DR** | **Catenia** | **Knollwood** | 1 | 1 | 600 | 600 | 44 | 31 | 0.073 | 0.052 | A | A | 0.067 | 0.047 | A | A |
| **PINERIDGE DR** | **Knollwood** | **Woodley** | 1 | 1 | 600 | 600 | 31 | 42 | 0.052 | 0.070 | A | A | 0.047 | 0.064 | A | A |
| **SIGNATURE DR** | **Louise** | **El Oro** | 1 | 1 | 600 | 600 | 13 | 197 | 0.022 | 0.328 | A | A | 0.020 | 0.298 | A | A |
| **REXBON RD** | **Zelzah** | **Mayerling** | 1 | 1 | 600 | 600 | 37 | 42 | 0.062 | 0.070 | A | A | 0.056 | 0.064 | A | A |
| **MIDWOOD DR** | **El Oro** | **Balboa** | 1 | 1 | 600 | 600 | 195 | 173 | 0.325 | 0.288 | A | A | 0.295 | 0.262 | A | A |
| **SHAMHART DR** | **Knollwood** | **Woodley** | 1 | 1 | 600 | 600 | 70 | 131 | 0.117 | 0.218 | A | A | 0.106 | 0.198 | A | A |
| **MAYERLING ST** | **Shoshone** | **Babbitt** | 1 | 1 | 600 | 600 | 23 | 66 | 0.038 | 0.110 | A | A | 0.035 | 0.100 | A | A |
| **BARNESTON ST** | **Babbitt** | **Paso Robles** | 1 | 1 | 600 | 600 | 182 | 49 | 0.303 | 0.082 | A | A | 0.276 | 0.074 | A | A |
| **ARMSTEAD ST** | **Gerald** | **Gothic** | 1 | 1 | 600 | 600 | 42 | 26 | 0.070 | 0.043 | A | A | 0.064 | 0.039 | A | A |
| **ARMSTEAD ST** | **Gothic** | **Woodley** | 1 | 1 | 600 | 600 | 32 | 29 | 0.053 | 0.048 | A | A | 0.048 | 0.044 | A | A |
| **RINALDI ST** | **Chimineas** | **Zelzah** | 2 | 2 | 1600 | 1600 | 1,793 | 1,530 | 1.121 | 0.956 | F | E | 1.019 | 0.869 | F | D |
| **RINALDI ST** | **Zelzah** | **Yarmouth** | 2 | 2 | 1600 | 1600 | 1,960 | 1,165 | 1.225 | 0.728 | F | C | 1.114 | 0.662 | F | B |
| **RINALDI ST** | **Yarmouth** | **Rancho Del Valle** | 2 | 2 | 1600 | 1600 | 1,816 | 1,185 | 1.135 | 0.741 | F | C | 1.032 | 0.673 | F | B |
| **RINALDI ST** | **Rancho Del Valle** | **Ridge Way** | 2 | 2 | 1600 | 1600 | 1,842 | 1,132 | 1.151 | 0.708 | F | C | 1.047 | 0.643 | F | B |
| **RINALDI ST** | **Ridge Way** | **Shoshone** | 2 | 2 | 1600 | 1600 | 1,842 | 1,132 | 1.151 | 0.708 | F | C | 1.047 | 0.643 | F | B |
| **RINALDI ST** | **Shoshone** | **Andasol** | 2 | 2 | 1600 | 1600 | 1,422 | 1,039 | 0.889 | 0.649 | D | B | 0.808 | 0.590 | D | A |
| **RINALDI ST** | **Andasol** | **Louise** | 2 | 2 | 1600 | 1600 | 1,141 | 567 | 0.713 | 0.354 | C | A | 0.648 | 0.322 | B | A |
| **RINALDI ST** | **Louise** | **Babbitt** | 2 | 2 | 1600 | 1600 | 892 | 451 | 0.558 | 0.282 | A | A | 0.507 | 0.256 | A | A |
| **RINALDI ST** | **Babbitt** | **Amestoy** | 2 | 2 | 1600 | 1600 | 892 | 451 | 0.558 | 0.282 | A | A | 0.507 | 0.256 | A | A |
| **RINALDI ST** | **Amestoy** | **Balboa** | 2 | 2 | 1600 | 1600 | 882 | 594 | 0.551 | 0.371 | A | A | 0.501 | 0.338 | A | A |
| **RINALDI ST** | **Balboa** | **Ruffner** | 2 | 2 | 1600 | 1600 | 1,132 | 1,181 | 0.708 | 0.738 | C | C | 0.643 | 0.671 | B | B |
| **RINALDI ST** | **Ruffner** | **Hayvenhurst** | 2 | 2 | 1600 | 1600 | 1,236 | 1,235 | 0.773 | 0.772 | C | C | 0.702 | 0.702 | C | C |
| **RINALDI ST** | **Hayvenhurst** | **Odessa** | 2 | 2 | 1600 | 1600 | 1,216 | 953 | 0.760 | 0.596 | C | A | 0.691 | 0.541 | B | A |
| **RINALDI ST** | **Odessa** | **Swinton** | 2 | 2 | 1600 | 1600 | 1,225 | 1,019 | 0.766 | 0.637 | C | B | 0.696 | 0.579 | B | A |
| **RINALDI ST** | **Swinton** | **Woodley** | 2 | 2 | 1600 | 1600 | 1,160 | 1,064 | 0.725 | 0.665 | C | B | 0.659 | 0.605 | B | B |
| **RINALDI ST** | **Woodley** | **Gaynor** | 2 | 2 | 1600 | 1600 | 1,959 | 1,404 | 1.224 | 0.878 | F | D | 1.113 | 0.798 | F | C |
| **RINALDI ST** | **Gaynor** | **Haskell** | 2 | 2 | 1600 | 1600 | 1,961 | 1,401 | 1.226 | 0.876 | F | D | 1.114 | 0.796 | F | C |
| **RINALDI ST** | **Haskell** | **Blucher** | 2 | 2 | 1600 | 1600 | 2,374 | 1,582 | 1.484 | 0.989 | F | E | 1.349 | 0.899 | F | D |
| **RINALDI ST** | **Blucher** | **405 Fwy** | 2 | 2 | 1600 | 1600 | 2,388 | 1,630 | 1.493 | 1.019 | F | F | 1.357 | 0.926 | F | E |
| **INDEX ST** | **Yarmouth** | **Aldea** | 1 | 1 | 600 | 600 | 342 | 475 | 0.570 | 0.792 | A | C | 0.518 | 0.720 | A | C |
| **INDEX ST** | **Aldea** | **Amestoy** | 1 | 1 | 600 | 600 | 342 | 312 | 0.570 | 0.520 | A | A | 0.518 | 0.473 | A | A |
| **INDEX ST** | **Amestoy** | **Balboa** | 1 | 1 | 600 | 600 | 342 | 312 | 0.570 | 0.520 | A | A | 0.518 | 0.473 | A | A |
| **INDEX ST** | **Balboa** | **McLennan** | 1 | 1 | 600 | 600 | 354 | 124 | 0.590 | 0.207 | A | A | 0.536 | 0.188 | A | A |
| **INDEX ST** | **McLennan** | **Ruffner** | 1 | 1 | 600 | 600 | 320 | 108 | 0.533 | 0.180 | A | A | 0.485 | 0.164 | A | A |
| **INDEX ST** | **Ruffner** | **Danube** | 1 | 1 | 600 | 600 | 287 | 167 | 0.478 | 0.278 | A | A | 0.435 | 0.253 | A | A |
| **SAN FERNANDO MISSION** | **Chimineas** | **Lindley** | 2 | 2 | 1400 | 1400 | 710 | 547 | 0.507 | 0.391 | A | A | 0.461 | 0.355 | A | A |
| **SAN FERNANDO MISSION** | **Lindley** | **Zelzah** | 1 | 1 | 700 | 700 | 652 | 514 | 0.931 | 0.734 | E | C | 0.847 | 0.668 | D | B |
| **SAN FERNANDO MISSION** | **Zelzah** | **Yarmouth** | 1 | 1 | 700 | 700 | 657 | 565 | 0.939 | 0.807 | E | D | 0.853 | 0.734 | D | C |
| **SAN FERNANDO MISSION** | **Yarmouth** | **Shoshone** | 1 | 1 | 700 | 700 | 902 | 596 | 1.289 | 0.851 | F | D | 1.171 | 0.774 | F | C |
| **SAN FERNANDO MISSION** | **Shoshone** | **Encino** | 1 | 1 | 700 | 700 | 869 | 598 | 1.241 | 0.854 | F | D | 1.129 | 0.777 | F | C |
| **SAN FERNANDO MISSION** | **Encino** | **Andasol** | 1 | 1 | 700 | 700 | 872 | 594 | 1.246 | 0.849 | F | D | 1.132 | 0.771 | F | C |
| **SAN FERNANDO MISSION** | **Andasol** | **Louise** | 1 | 1 | 700 | 700 | 872 | 594 | 1.246 | 0.849 | F | D | 1.132 | 0.771 | F | C |
| **SAN FERNANDO MISSION** | **Louise** | **Amestoy** | 2 | 2 | 1400 | 1400 | 1,166 | 933 | 0.833 | 0.666 | D | B | 0.757 | 0.606 | C | B |
| **SAN FERNANDO MISSION** | **Amestoy** | **Paso Robles** | 2 | 2 | 1400 | 1400 | 1,260 | 1,018 | 0.900 | 0.727 | E | C | 0.818 | 0.661 | D | B |
| **SAN FERNANDO MISSION** | **Paso Robles** | **Balboa** | 2 | 2 | 1400 | 1400 | 1,260 | 1,018 | 0.900 | 0.727 | E | C | 0.818 | 0.661 | D | B |
| **SAN FERNANDO MISSION** | **Balboa** | **Petit** | 2 | 2 | 1400 | 1400 | 1,142 | 684 | 0.816 | 0.489 | D | A | 0.742 | 0.444 | C | A |
| **SAN FERNANDO MISSION** | **Petit** | **Ruffner** | 2 | 2 | 1400 | 1400 | 1,142 | 684 | 0.816 | 0.489 | D | A | 0.742 | 0.444 | C | A |
| **SAN FERNANDO MISSION** | **Ruffner** | **Gerald** | 2 | 2 | 1400 | 1400 | 1,019 | 677 | 0.728 | 0.484 | C | A | 0.662 | 0.440 | B | A |
| **SAN FERNANDO MISSION** | **Gerald** | **Hayvenhurst** | 2 | 2 | 1400 | 1400 | 1,019 | 677 | 0.728 | 0.484 | C | A | 0.662 | 0.440 | B | A |
| **SAN FERNANDO MISSION** | **Hayvenhurst** | **Monogram** | 2 | 2 | 1400 | 1400 | 1,331 | 768 | 0.951 | 0.549 | E | A | 0.864 | 0.499 | D | A |
| **SAN FERNANDO MISSION** | **Monogram** | **Gothic** | 2 | 2 | 1400 | 1400 | 1,331 | 768 | 0.951 | 0.549 | E | A | 0.864 | 0.499 | D | A |
| **SAN FERNANDO MISSION** | **Gothic** | **Haskell** | 2 | 2 | 1400 | 1400 | 1,324 | 763 | 0.946 | 0.545 | E | A | 0.860 | 0.495 | D | A |
| **SAN FERNANDO MISSION** | **Haskell** | **Danube** | 2 | 2 | 1400 | 1400 | 739 | 801 | 0.528 | 0.572 | A | A | 0.480 | 0.520 | A | A |
| **SAN FERNANDO MISSION** | **Danube** | **Blucher** | 2 | 2 | 1400 | 1400 | 739 | 801 | 0.528 | 0.572 | A | A | 0.480 | 0.520 | A | A |
| **SAN FERNANDO MISSION** | **Blucher** | **405 Fwy** | 2 | 2 | 1400 | 1400 | 739 | 801 | 0.528 | 0.572 | A | A | 0.480 | 0.520 | A | A |

Note: Bold street name shows street as east/west

| Segment | From | To | Peak Lanes | | Capacity | | Volumes | | V/C Ratio W/O ATSAC | | Level of Service W/O ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| **TULSA ST** | **Lindley** | **Louise** | 1 | 1 | 600 | 600 | 486 | 505 | 0.810 | 0.842 | D | D | 0.736 | 0.765 | C | C |
| **TULSA ST** | **Louise** | **Paso Robles** | 1 | 1 | 600 | 600 | 369 | 266 | 0.615 | 0.443 | B | A | 0.559 | 0.403 | A | A |
| **TULSA ST** | **Paso Robles** | **Balboa** | 1 | 1 | 600 | 600 | 427 | 311 | 0.712 | 0.518 | C | A | 0.647 | 0.471 | B | A |
| **TULSA ST** | **Balboa** | **Hayvenhurst** | 1 | 1 | 600 | 600 | 224 | 164 | 0.373 | 0.273 | A | A | 0.339 | 0.248 | A | A |
| **TULSA ST** | **Hayvenhurst** | **Monogram** | 1 | 1 | 600 | 600 | 43 | 46 | 0.072 | 0.077 | A | A | 0.065 | 0.070 | A | A |
| **TULSA ST** | **Monogram** | **Gothic** | 1 | 1 | 600 | 600 | 43 | 46 | 0.072 | 0.077 | A | A | 0.065 | 0.070 | A | A |
| **JONFIN ST** | **Gothic** | **end** | 1 | 1 | 600 | 600 | 33 | 49 | 0.055 | 0.082 | A | A | 0.050 | 0.074 | A | A |
| **CHATSWORTH ST** | **Etiwanda** | **Lindley** | 2 | 2 | 1400 | 1400 | 1,847 | 1,877 | 1.319 | 1.341 | F | F | 1.199 | 1.219 | F | F |
| **CHATSWORTH ST** | **Lindley** | **Zelzah** | 2 | 2 | 1400 | 1400 | 1,843 | 1,888 | 1.316 | 1.349 | F | F | 1.197 | 1.226 | F | F |
| **CHATSWORTH ST** | **Zelzah** | **Yarmouth** | 2 | 2 | 1400 | 1400 | 1,394 | 1,058 | 0.996 | 0.756 | E | C | 0.905 | 0.687 | E | B |
| **CHATSWORTH ST** | **Yarmouth** | **White Oak** | 2 | 2 | 1400 | 1400 | 1,394 | 1,058 | 0.996 | 0.756 | E | C | 0.905 | 0.687 | E | B |
| **CHATSWORTH ST** | **White Oak** | **Shoshone** | 2 | 2 | 1400 | 1400 | 805 | 407 | 0.575 | 0.291 | A | A | 0.523 | 0.264 | A | A |
| **CHATSWORTH ST** | **Shoshone** | **Encino** | 2 | 2 | 1400 | 1400 | 805 | 407 | 0.575 | 0.291 | A | A | 0.523 | 0.264 | A | A |
| **CHATSWORTH ST** | **Encino** | **Andasol** | 2 | 2 | 1400 | 1400 | 1,118 | 620 | 0.799 | 0.443 | C | A | 0.726 | 0.403 | C | A |
| **CHATSWORTH ST** | **Andasol** | **Louise** | 2 | 2 | 1400 | 1400 | 1,118 | 620 | 0.799 | 0.443 | C | A | 0.726 | 0.403 | C | A |
| **CHATSWORTH ST** | **Louise** | **Aldea** | 2 | 2 | 1400 | 1400 | 1,047 | 768 | 0.748 | 0.549 | C | A | 0.680 | 0.499 | B | A |
| **CHATSWORTH ST** | **Aldea** | **Genesta** | 2 | 2 | 1400 | 1400 | 1,295 | 803 | 0.925 | 0.574 | E | A | 0.841 | 0.521 | D | A |
| **CHATSWORTH ST** | **Genesta** | **Balboa** | 2 | 2 | 1400 | 1400 | 1,242 | 867 | 0.887 | 0.619 | D | B | 0.806 | 0.563 | D | A |
| **CHATSWORTH ST** | **Balboa** | **Petit** | 2 | 2 | 1400 | 1400 | 1,172 | 854 | 0.837 | 0.610 | D | B | 0.761 | 0.555 | C | A |
| **CHATSWORTH ST** | **Petit** | **Hayvenhurst** | 2 | 2 | 1400 | 1400 | 1,172 | 847 | 0.837 | 0.605 | D | B | 0.761 | 0.550 | C | A |
| **CHATSWORTH ST** | **Hayvenhurst** | **Debra** | 2 | 2 | 1400 | 1400 | 948 | 760 | 0.677 | 0.543 | B | A | 0.616 | 0.494 | B | A |
| **CHATSWORTH ST** | **Debra** | **Gothic** | 2 | 2 | 1400 | 1400 | 948 | 760 | 0.677 | 0.543 | B | A | 0.616 | 0.494 | B | A |
| **CHATSWORTH ST** | **Gothic** | **Swinton** | 2 | 2 | 1400 | 1400 | 948 | 760 | 0.677 | 0.543 | B | A | 0.616 | 0.494 | B | A |
| **CHATSWORTH ST** | **Swinton** | **Woodley** | 2 | 2 | 1400 | 1400 | 948 | 760 | 0.677 | 0.543 | B | A | 0.616 | 0.494 | B | A |
| **CHATSWORTH ST** | **Woodley** | **Gaviota** | 2 | 2 | 1400 | 1400 | 856 | 697 | 0.611 | 0.498 | B | A | 0.556 | 0.453 | A | A |
| **CHATSWORTH ST** | **Gaviota** | **Gaynor** | 2 | 2 | 1400 | 1400 | 856 | 697 | 0.611 | 0.498 | B | A | 0.556 | 0.453 | A | A |
| **CHATSWORTH ST** | **Gaynor** | **Haskell** | 2 | 2 | 1400 | 1400 | 856 | 697 | 0.611 | 0.498 | B | A | 0.556 | 0.453 | A | A |
| **CHATSWORTH ST** | **Haskell** | **Aqueduct** | 2 | 2 | 1400 | 1400 | 1,151 | 770 | 0.822 | 0.550 | D | A | 0.747 | 0.500 | C | A |
| **CHATSWORTH ST** | **Aqueduct** | **405 Fwy** | 2 | 2 | 1400 | 1400 | 1,151 | 770 | 0.822 | 0.550 | D | A | 0.747 | 0.500 | C | A |
| **SAN JOSE ST** | **Zelzah** | **Yarmouth** | 1 | 1 | 600 | 600 | 445 | 433 | 0.742 | 0.722 | C | C | 0.674 | 0.656 | B | B |
| **SAN JOSE ST** | **Yarmouth** | **Jellico** | 1 | 1 | 600 | 600 | 821 | 883 | 1.368 | 1.472 | F | F | 1.244 | 1.338 | F | F |
| **SAN JOSE ST** | **Jellico** | **Shoshone** | 1 | 1 | 600 | 600 | 729 | 649 | 1.215 | 1.082 | F | F | 1.105 | 0.983 | F | E |
| **SAN JOSE ST** | **Shoshone** | **Encino** | 1 | 1 | 600 | 600 | 729 | 649 | 1.215 | 1.082 | F | F | 1.105 | 0.983 | F | E |
| **SAN JOSE ST** | **Encino** | **Bianca** | 1 | 1 | 600 | 600 | 633 | 542 | 1.055 | 0.903 | F | E | 0.959 | 0.821 | E | D |
| **SAN JOSE ST** | **Bianca** | **Andasol** | 1 | 1 | 600 | 600 | 633 | 542 | 1.055 | 0.903 | F | E | 0.959 | 0.821 | E | D |
| **SAN JOSE ST** | **Andasol** | **Genesta** | 1 | 1 | 600 | 600 | 633 | 542 | 1.055 | 0.903 | F | E | 0.959 | 0.821 | E | D |
| **SAN JOSE ST** | **Genesta** | **Balboa** | 1 | 1 | 600 | 600 | 518 | 407 | 0.863 | 0.678 | D | B | 0.785 | 0.617 | C | B |
| **SAN JOSE ST** | **Balboa** | **Danube** | 1 | 1 | 600 | 600 | 444 | 211 | 0.740 | 0.352 | C | A | 0.673 | 0.320 | B | A |
| **DEVONSHIRE ST** | **Etiwanda** | **Zelzah** | 3 | 2 | 2400 | 1600 | 1,735 | 1,345 | 0.723 | 0.841 | C | D | 0.657 | 0.764 | B | C |
| **DEVONSHIRE ST** | **Lindley** | **Zelzah** | 3 | 2 | 2400 | 1600 | 1,735 | 1,345 | 0.723 | 0.841 | C | D | 0.657 | 0.764 | B | C |
| **DEVONSHIRE ST** | **Zelzah** | **White Oak** | 2 | 2 | 1600 | 1600 | 970 | 603 | 0.606 | 0.377 | B | A | 0.551 | 0.343 | A | A |
| **DEVONSHIRE ST** | **White Oak** | **Encino** | 2 | 2 | 1600 | 1600 | 712 | 273 | 0.445 | 0.171 | A | A | 0.405 | 0.155 | A | A |
| **DEVONSHIRE ST** | **Encino** | **Andasol** | 2 | 2 | 1600 | 1600 | 988 | 589 | 0.618 | 0.368 | B | A | 0.561 | 0.335 | A | A |
| **DEVONSHIRE ST** | **Andasol** | **Louise** | 2 | 2 | 1600 | 1600 | 988 | 589 | 0.618 | 0.368 | B | A | 0.561 | 0.335 | A | A |
| **DEVONSHIRE ST** | **Louise** | **Amestoy** | 2 | 3 | 1600 | 2400 | 988 | 433 | 0.618 | 0.180 | B | A | 0.561 | 0.164 | A | A |
| **DEVONSHIRE ST** | **Amestoy** | **Balboa** | 2 | 3 | 1600 | 2400 | 1,377 | 717 | 0.861 | 0.299 | D | A | 0.782 | 0.272 | C | A |
| **DEVONSHIRE ST** | **Balboa** | **Petit** | 3 | 3 | 2400 | 2400 | 969 | 479 | 0.404 | 0.200 | A | A | 0.367 | 0.181 | A | A |
| **DEVONSHIRE ST** | **Petit** | **Ruffner** | 3 | 3 | 2400 | 2400 | 753 | 368 | 0.314 | 0.153 | A | A | 0.285 | 0.139 | A | A |
| **DEVONSHIRE ST** | **Ruffner** | **Hayvenhurst** | 3 | 3 | 2400 | 2400 | 753 | 368 | 0.314 | 0.153 | A | A | 0.285 | 0.139 | A | A |
| **DEVONSHIRE ST** | **Hayvenhurst** | **Gothic** | 2 | 2 | 1600 | 1600 | 1,502 | 939 | 0.939 | 0.587 | E | A | 0.853 | 0.534 | D | A |
| **DEVONSHIRE ST** | **Gothic** | **Woodley** | 2 | 2 | 1600 | 1600 | 1,068 | 664 | 0.668 | 0.415 | B | A | 0.607 | 0.377 | B | A |
| **DEVONSHIRE ST** | **Woodley** | **Montgomery** | 2 | 2 | 1600 | 1600 | 1,315 | 934 | 0.822 | 0.584 | D | A | 0.747 | 0.531 | C | A |
| **DEVONSHIRE ST** | **Montgomery** | **Densmore** | 2 | 2 | 1600 | 1600 | 1,386 | 1,040 | 0.866 | 0.650 | D | B | 0.788 | 0.591 | C | A |
| **DEVONSHIRE ST** | **Densmore** | **Haskell** | 2 | 2 | 1600 | 1600 | 1,386 | 1,040 | 0.866 | 0.650 | D | B | 0.788 | 0.591 | C | A |
| **DEVONSHIRE ST** | **Haskell** | **Aqueduct** | 2 | 2 | 1600 | 1600 | 1,757 | 1,257 | 1.098 | 0.786 | F | C | 0.998 | 0.714 | E | C |
| **DEVONSHIRE ST** | **Aqueduct** | **Blucher** | 2 | 2 | 1600 | 1600 | 1,757 | 1,257 | 1.098 | 0.786 | F | C | 0.998 | 0.714 | E | C |
| **DEVONSHIRE ST** | **Blucher** | **405 Fwy** | 3 | 3 | 2400 | 2400 | 1,757 | 1,248 | 0.732 | 0.520 | C | A | 0.666 | 0.473 | B | A |
| **MAYALL ST** | **Balboa** | **end** | 1 | 1 | 600 | 600 | 369 | 353 | 0.615 | 0.588 | B | A | 0.559 | 0.535 | A | A |

Note: Bold street name shows street as east/west

| Segment | From | To | Peak Lanes | | Capacity | | Volumes | | V/C Ratio W/O ATSAC | | Level of Service W/O ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| **MAYALL ST** | **Ruffner** | **Odessa** | 1 | 1 | 600 | 600 | 34 | 30 | 0.057 | 0.050 | A | A | 0.052 | 0.045 | A | A |
| **MAYALL ST** | **Gothic** | **Haskell** | 1 | 1 | 600 | 600 | 205 | 225 | 0.342 | 0.375 | A | A | 0.311 | 0.341 | A | A |
| **LASSEN ST** | **Balboa** | **Whitaker** | 2 | 2 | 1400 | 1400 | 1,431 | 1,102 | 1.022 | 0.787 | F | C | 0.929 | 0.716 | E | C |
| **LASSEN ST** | **Whitaker** | **Petit** | 2 | 2 | 1400 | 1400 | 1,431 | 1,102 | 1.022 | 0.787 | F | C | 0.929 | 0.716 | E | C |
| **LASSEN ST** | **Petit** | **Ruffner** | 2 | 2 | 1400 | 1400 | 1,431 | 1,102 | 1.022 | 0.787 | F | C | 0.929 | 0.716 | E | C |
| **LASSEN ST** | **Ruffner** | **Hayvenhurst** | 2 | 2 | 1400 | 1400 | 1,431 | 1,102 | 1.022 | 0.787 | F | C | 0.929 | 0.716 | E | C |
| **LASSEN ST** | **Hayvenhurst** | **Monogram** | 2 | 2 | 1400 | 1400 | 1,409 | 1,299 | 1.006 | 0.928 | F | E | 0.915 | 0.844 | E | D |
| **LASSEN ST** | **Monogram** | **Gothic** | 2 | 2 | 1400 | 1400 | 1,409 | 1,299 | 1.006 | 0.928 | F | E | 0.915 | 0.844 | E | D |
| **LASSEN ST** | **Gothic** | **Woodley** | 2 | 2 | 1400 | 1400 | 1,112 | 1,162 | 0.794 | 0.830 | C | D | 0.722 | 0.755 | C | C |
| **LASSEN ST** | **Woodley** | **Montgomery** | 2 | 2 | 1400 | 1400 | 1,302 | 1,353 | 0.930 | 0.966 | E | E | 0.845 | 0.879 | D | D |
| **LASSEN ST** | **Montgomery** | **Gloria** | 2 | 2 | 1400 | 1400 | 1,302 | 1,353 | 0.930 | 0.966 | E | E | 0.845 | 0.879 | D | D |
| **LASSEN ST** | **Gloria** | **Haskell** | 2 | 2 | 1400 | 1400 | 1,302 | 1,353 | 0.930 | 0.966 | E | E | 0.845 | 0.879 | D | D |
| **LASSEN ST** | **Haskell** | **Aqueduct** | 2 | 2 | 1400 | 1400 | 1,262 | 1,234 | 0.901 | 0.881 | E | D | 0.819 | 0.801 | D | D |
| **LASSEN ST** | **Aqueduct** | **405 Fwy** | 2 | 2 | 1400 | 1400 | 1,262 | 1,234 | 0.901 | 0.881 | E | D | 0.819 | 0.801 | D | D |

| | | | | | |
|---|---|---|---|---|---|
| | | | | | Weighted V/C |
| **Total Links** | 362 | 362 | **724** | | |
| **Links at E or F (with ATSAC)** | 75 | 29 | **104** | **14%** | 0.898 |

Note: Bold street name shows street as east/west

| Segment | From | To | Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service Without ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| LINDLEY AVE | San Fern. Mission | Ludlow | 1 | 1 | 600 | 600 | 69 | 70 | 0.115 | 0.117 | A | A | 0.105 | 0.106 | A | A |
| LINDLEY AVE | Ludlow | Horace | 1 | 1 | 600 | 600 | 69 | 70 | 0.115 | 0.117 | A | A | 0.105 | 0.106 | A | A |
| LINDLEY AVE | Horace | Tulsa Pl | 1 | 1 | 600 | 600 | 69 | 70 | 0.115 | 0.117 | A | A | 0.105 | 0.106 | A | A |
| LINDLEY AVE | Tulsa Pl | Kingsbury | 1 | 1 | 600 | 600 | 8 | 38 | 0.013 | 0.063 | A | A | 0.012 | 0.058 | A | A |
| LINDLEY AVE | Kingsbury | Hiawatha | 1 | 1 | 600 | 600 | 8 | 39 | 0.013 | 0.065 | A | A | 0.012 | 0.059 | A | A |
| LINDLEY AVE | Hiawatha | Devonshire | 1 | 1 | 600 | 600 | 8 | 39 | 0.013 | 0.065 | A | A | 0.012 | 0.059 | A | A |
| ZELZAH AVE | End | Ridgeway | 1 | 1 | 600 | 600 | 42 | 40 | 0.070 | 0.067 | A | A | 0.064 | 0.061 | A | A |
| ZELZAH AVE | Ridgeway | Newcastle | 1 | 1 | 600 | 600 | 28 | 45 | 0.047 | 0.075 | A | A | 0.042 | 0.068 | A | A |
| ZELZAH AVE | Newcastle | Lerdo | 1 | 1 | 600 | 600 | 28 | 45 | 0.047 | 0.075 | A | A | 0.042 | 0.068 | A | A |
| ZELZAH AVE | Lerdo | Rinaldi | 1 | 1 | 600 | 600 | 28 | 45 | 0.047 | 0.075 | A | A | 0.042 | 0.068 | A | A |
| ZELZAH AVE | Rinaldi | SR-118 | 1 | 1 | 600 | 600 | 651 | 124 | 1.085 | 0.207 | F | A | 0.986 | 0.188 | E | A |
| ZELZAH AVE | SR-118 | Simonds | 1 | 1 | 600 | 600 | 139 | 591 | 0.232 | 0.985 | A | E | 0.211 | 0.895 | A | D |
| ZELZAH AVE | Simonds | Index | 1 | 1 | 600 | 600 | 699 | 538 | 1.165 | 0.897 | F | D | 1.059 | 0.815 | F | D |
| ZELZAH AVE | Index | Donmetz | 1 | 1 | 600 | 600 | 699 | 538 | 1.165 | 0.897 | F | D | 1.059 | 0.815 | F | D |
| ZELZAH AVE | Donmetz | Lahey | 1 | 1 | 600 | 600 | 699 | 538 | 1.165 | 0.897 | F | D | 1.059 | 0.815 | F | D |
| ZELZAH AVE | Lahey | San Fern. Mission | 1 | 1 | 600 | 600 | 699 | 538 | 1.165 | 0.897 | F | D | 1.059 | 0.815 | F | D |
| ZELZAH AVE | San Fern. Mission | Horace | 1 | 1 | 600 | 600 | 787 | 645 | 1.312 | 1.075 | F | F | 1.192 | 0.977 | F | E |
| ZELZAH AVE | Horace | Tulsa St | 1 | 1 | 600 | 600 | 787 | 645 | 1.312 | 1.075 | F | F | 1.192 | 0.977 | F | E |
| ZELZAH AVE | Tulsa St | Tribune St | 1 | 1 | 600 | 600 | 834 | 663 | 1.390 | 1.105 | F | F | 1.264 | 1.005 | F | F |
| ZELZAH AVE | Tribune St | Los Alimos | 1 | 1 | 600 | 600 | 851 | 719 | 1.418 | 1.198 | F | F | 1.289 | 1.089 | F | F |
| ZELZAH AVE | Los Alimos | Chatsworth | 1 | 1 | 600 | 600 | 851 | 719 | 1.418 | 1.198 | F | F | 1.289 | 1.089 | F | F |
| ZELZAH AVE | Chatsworth | Kingsbury | 2 | 2 | 1400 | 1400 | 957 | 591 | 0.684 | 0.422 | B | A | 0.621 | 0.384 | B | A |
| ZELZAH AVE | Kingsbury | San Jose | 2 | 2 | 1400 | 1400 | 957 | 591 | 0.684 | 0.422 | B | A | 0.621 | 0.384 | B | A |
| ZELZAH AVE | San Jose | Hiawatha | 2 | 2 | 1400 | 1400 | 1,190 | 857 | 0.850 | 0.612 | D | B | 0.773 | 0.556 | C | A |
| ZELZAH AVE | Hiawatha | Devonshire | 2 | 2 | 1400 | 1400 | 1,190 | 857 | 0.850 | 0.612 | D | B | 0.773 | 0.556 | C | A |
| WHITE OAK AVE | Rinaldi | San Fern. Mission | 2 | 2 | 1200 | 1200 | 307 | 51 | 0.256 | 0.043 | A | A | 0.233 | 0.039 | A | A |
| WHITE OAK AVE | San Fern. Mission | Los Alimos | 1 | 1 | 600 | 600 | 1,079 | 637 | 1.798 | 1.062 | F | F | 1.635 | 0.965 | F | E |
| WHITE OAK AVE | Los Alimos | Chatsworth | 1 | 1 | 600 | 600 | 942 | 764 | 1.570 | 1.273 | F | F | 1.427 | 1.158 | F | F |
| WHITE OAK AVE | Chatsworth | Kingsbury | 1 | 1 | 600 | 600 | 526 | 360 | 0.877 | 0.600 | D | B | 0.797 | 0.545 | C | A |
| WHITE OAK AVE | Kingsbury | San Jose | 1 | 1 | 600 | 600 | 526 | 360 | 0.877 | 0.600 | D | B | 0.797 | 0.545 | C | A |
| WHITE OAK AVE | San Jose | Devonshire | 2 | 2 | 1200 | 1200 | 208 | 153 | 0.173 | 0.128 | A | A | 0.158 | 0.116 | A | A |
| MAYERLING ST | Rexbon | Lerdo | 1 | 1 | 600 | 600 | 42 | 41 | 0.070 | 0.068 | A | A | 0.064 | 0.062 | A | A |
| MAYERLING ST | Lerdo | Wood Ranch | 1 | 1 | 600 | 600 | 42 | 41 | 0.070 | 0.068 | A | A | 0.064 | 0.062 | A | A |
| MAYERLING ST | Wood Ranch | Jellico | 1 | 1 | 600 | 600 | 24 | 21 | 0.040 | 0.035 | A | A | 0.036 | 0.032 | A | A |
| MAYERLING ST | Jellico | Shoshone | 1 | 1 | 600 | 600 | 24 | 21 | 0.040 | 0.035 | A | A | 0.036 | 0.032 | A | A |
| DARYL AVE | Trosa | Bradford | 1 | 1 | 600 | 600 | 40 | 25 | 0.067 | 0.042 | A | A | 0.061 | 0.038 | A | A |
| MEADOWLARK AVE | Sesnon | Westbury | 1 | 1 | 600 | 600 | 230 | 26 | 0.383 | 0.043 | A | A | 0.348 | 0.039 | A | A |
| NUGENT DR | Westbury | Angelaine | 1 | 1 | 600 | 600 | 307 | 103 | 0.512 | 0.172 | A | A | 0.465 | 0.156 | A | A |
| NUGENT DR | Angelaine | Bradford | 1 | 1 | 600 | 600 | 307 | 103 | 0.512 | 0.172 | A | A | 0.465 | 0.156 | A | A |
| NUGENT DR | Bradford | Shoshone | 1 | 1 | 600 | 600 | 427 | 187 | 0.712 | 0.312 | C | A | 0.647 | 0.283 | B | A |
| SHOSHONE AVE | Nugent | Highwater | 1 | 1 | 600 | 600 | 372 | 147 | 0.620 | 0.245 | B | A | 0.564 | 0.223 | A | A |
| SHOSHONE AVE | Highwater | Mayerling | 1 | 1 | 600 | 600 | 724 | 442 | 1.207 | 0.737 | F | C | 1.097 | 0.670 | F | B |
| SHOSHONE AVE | Mayerling | Flanders | 1 | 1 | 600 | 600 | 710 | 417 | 1.183 | 0.695 | F | B | 1.076 | 0.632 | F | B |
| SHOSHONE AVE | Flanders | Rinaldi | 1 | 1 | 600 | 600 | 710 | 417 | 1.183 | 0.695 | F | B | 1.076 | 0.632 | F | B |
| TROSA ST | Jolette | Neon Way | 1 | 1 | 600 | 600 | 27 | 48 | 0.045 | 0.080 | A | A | 0.041 | 0.073 | A | A |
| JOLETTE AVE | Garris | Nanette | 1 | 1 | 600 | 600 | 106 | 68 | 0.177 | 0.113 | A | A | 0.161 | 0.103 | A | A |
| JOLETTE AVE | Nanette | Dorina | 1 | 1 | 600 | 600 | 183 | 55 | 0.305 | 0.092 | A | A | 0.277 | 0.083 | A | A |
| JOLETTE AVE | Dorina | Darla | 1 | 1 | 600 | 600 | 183 | 55 | 0.305 | 0.092 | A | A | 0.277 | 0.083 | A | A |
| JOLETTE AVE | Darla | Westbury | 1 | 1 | 600 | 600 | 183 | 55 | 0.305 | 0.092 | A | A | 0.277 | 0.083 | A | A |
| JOLETTE AVE | Westbury | Paulette | 1 | 1 | 600 | 600 | 152 | 88 | 0.253 | 0.147 | A | A | 0.230 | 0.133 | A | A |
| JOLETTE AVE | Paulette | Jeanine | 1 | 1 | 600 | 600 | 267 | 171 | 0.445 | 0.285 | A | A | 0.405 | 0.259 | A | A |
| JOLETTE AVE | Jeanine | Rosnick | 1 | 1 | 600 | 600 | 267 | 171 | 0.445 | 0.285 | A | A | 0.405 | 0.259 | A | A |
| JOLETTE AVE | Rosnick | Balboa | 1 | 1 | 600 | 600 | 215 | 171 | 0.358 | 0.285 | A | A | 0.326 | 0.259 | A | A |
| BRADFORD PL | Cascade Canyon | Nugent | 1 | 1 | 600 | 600 | 28 | 26 | 0.047 | 0.043 | A | A | 0.042 | 0.039 | A | A |
| BRADFORD PL | Nugent | Tilford | 1 | 1 | 600 | 600 | 58 | 80 | 0.097 | 0.133 | A | A | 0.088 | 0.121 | A | A |
| BRADFORD PL | Tilford | Firma | 1 | 1 | 600 | 600 | 58 | 80 | 0.097 | 0.133 | A | A | 0.088 | 0.121 | A | A |
| BRADFORD PL | Firma | Sunderland | 1 | 1 | 600 | 600 | 58 | 80 | 0.097 | 0.133 | A | A | 0.088 | 0.121 | A | A |

Note: Bold street name shows street as east/west

| Segment | From | To | Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service Without ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| BRADFORD PL | Sunderland | Bambi | 1 | 1 | 600 | 600 | 151 | 6 | 0.252 | 0.010 | A | A | 0.229 | 0.009 | A | A |
| BRADFORD PL | Bambi | Jeanette | 1 | 1 | 600 | 600 | 151 | 6 | 0.252 | 0.010 | A | A | 0.229 | 0.009 | A | A |
| BRADFORD PL | Jeanette | Dresden | 1 | 1 | 600 | 600 | 151 | 6 | 0.252 | 0.010 | A | A | 0.229 | 0.009 | A | A |
| BRADFORD PL | Dresden | Mindora | 1 | 1 | 600 | 600 | 151 | 6 | 0.252 | 0.010 | A | A | 0.229 | 0.009 | A | A |
| BRADFORD PL | Mindora | Signature | 1 | 1 | 600 | 600 | 151 | 6 | 0.252 | 0.010 | A | A | 0.229 | 0.009 | A | A |
| EL ORO WAY | Rosnick | Ceredo | 1 | 1 | 600 | 600 | 52 | 42 | 0.087 | 0.070 | A | A | 0.079 | 0.064 | A | A |
| EL ORO WAY | Ceredo | Mandarin | 1 | 1 | 600 | 600 | 52 | 42 | 0.087 | 0.070 | A | A | 0.079 | 0.064 | A | A |
| EL ORO WAY | Mandarin | Signature | 1 | 1 | 600 | 600 | 52 | 40 | 0.087 | 0.067 | A | A | 0.079 | 0.061 | A | A |
| EL ORO WAY | Signature | Paso Robles | 1 | 1 | 600 | 600 | 203 | 22 | 0.338 | 0.037 | A | A | 0.308 | 0.033 | A | A |
| EL ORO WAY | Paso Robles | Midwood | 1 | 1 | 600 | 600 | 203 | 22 | 0.338 | 0.037 | A | A | 0.308 | 0.033 | A | A |
| EL ORO WAY | Midwood | Paso Robles | 1 | 1 | 600 | 600 | 203 | 22 | 0.338 | 0.037 | A | A | 0.308 | 0.033 | A | A |
| PASO ROBLES AVE | Midwood | Barneston | 1 | 1 | 600 | 600 | 203 | 22 | 0.338 | 0.037 | A | A | 0.308 | 0.033 | A | A |
| PASO ROBLES AVE | Barneston | Galesberg | 1 | 1 | 600 | 600 | 73 | 5 | 0.122 | 0.008 | A | A | 0.111 | 0.008 | A | A |
| PASO ROBLES AVE | Galesberg | Lorillard | 1 | 1 | 600 | 600 | 73 | 5 | 0.122 | 0.008 | A | A | 0.111 | 0.008 | A | A |
| PASO ROBLES AVE | Lorillard | Gunther | 1 | 1 | 600 | 600 | 73 | 5 | 0.122 | 0.008 | A | A | 0.111 | 0.008 | A | A |
| PASO ROBLES AVE | Gunther | Halsey | 1 | 1 | 600 | 600 | 73 | 5 | 0.122 | 0.008 | A | A | 0.111 | 0.008 | A | A |
| ENCINO AVE | Rinaldi | Kalisher | 1 | 1 | 600 | 600 | 453 | 261 | 0.755 | 0.435 | C | A | 0.686 | 0.395 | B | A |
| ENCINO AVE | Kalisher | Index | 1 | 1 | 600 | 600 | 453 | 261 | 0.755 | 0.435 | C | A | 0.686 | 0.395 | B | A |
| ENCINO AVE | Index | Donmetz | 1 | 1 | 600 | 600 | 67 | 51 | 0.112 | 0.085 | A | A | 0.102 | 0.077 | A | A |
| ENCINO AVE | Donmetz | Lahey | 1 | 1 | 600 | 600 | 44 | 21 | 0.073 | 0.035 | A | A | 0.067 | 0.032 | A | A |
| ENCINO AVE | Lahey | San Fern. Mission | 1 | 1 | 600 | 600 | 44 | 21 | 0.073 | 0.035 | A | A | 0.067 | 0.032 | A | A |
| ENCINO AVE | San Fern. Mission | Ludlow | 1 | 1 | 600 | 600 | 68 | 27 | 0.113 | 0.045 | A | A | 0.103 | 0.041 | A | A |
| ENCINO AVE | Ludlow | Horace | 1 | 1 | 600 | 600 | 68 | 27 | 0.113 | 0.045 | A | A | 0.103 | 0.041 | A | A |
| ENCINO AVE | Horace | Tulsa | 1 | 1 | 600 | 600 | 68 | 27 | 0.113 | 0.045 | A | A | 0.103 | 0.041 | A | A |
| ENCINO AVE | Tulsa | Tribune | 1 | 1 | 600 | 600 | 171 | 80 | 0.285 | 0.133 | A | A | 0.259 | 0.121 | A | A |
| ENCINO AVE | Tribune | Los Alimos | 1 | 1 | 600 | 600 | 171 | 80 | 0.285 | 0.133 | A | A | 0.259 | 0.121 | A | A |
| ENCINO AVE | Los Alimos | Chatsworth | 1 | 1 | 600 | 600 | 224 | 133 | 0.373 | 0.222 | A | A | 0.339 | 0.202 | A | A |
| ENCINO AVE | Chatsworth | Kingsbury | 1 | 1 | 600 | 600 | 535 | 292 | 0.892 | 0.487 | D | A | 0.811 | 0.442 | D | A |
| ENCINO AVE | Kingsbury | San Jose | 1 | 1 | 600 | 600 | 71 | 96 | 0.118 | 0.160 | A | A | 0.108 | 0.145 | A | A |
| ENCINO AVE | San Jose | Hiawatha | 1 | 1 | 600 | 600 | 443 | 478 | 0.738 | 0.797 | C | C | 0.671 | 0.724 | B | C |
| ENCINO AVE | Hiawatha | Blackhawk | 1 | 1 | 600 | 600 | 443 | 478 | 0.738 | 0.797 | C | C | 0.671 | 0.724 | B | C |
| ENCINO AVE | Blackhawk | Devonshire | 1 | 1 | 600 | 600 | 443 | 478 | 0.738 | 0.797 | C | C | 0.671 | 0.724 | B | C |
| LOUISE AVE | Nugent | Andasol | 1 | 1 | 600 | 600 | 54 | 39 | 0.090 | 0.065 | A | A | 0.082 | 0.059 | A | A |
| LOUISE AVE | Andasol | Signature | 1 | 1 | 600 | 600 | 120 | 25 | 0.200 | 0.042 | A | A | 0.182 | 0.038 | A | A |
| LOUISE AVE | Signature | Barneston Ct | 1 | 1 | 600 | 600 | 300 | 91 | 0.500 | 0.152 | A | A | 0.455 | 0.138 | A | A |
| LOUISE AVE | Barneston Ct | Mayerling | 1 | 1 | 600 | 600 | 121 | 8 | 0.202 | 0.013 | A | A | 0.183 | 0.012 | A | A |
| LOUISE AVE | Mayerling | Bircher | 1 | 1 | 600 | 600 | 484 | 103 | 0.807 | 0.172 | D | A | 0.733 | 0.156 | C | A |
| LOUISE AVE | Bircher | Flanders | 1 | 1 | 600 | 600 | 484 | 103 | 0.807 | 0.172 | D | A | 0.733 | 0.156 | C | A |
| LOUISE AVE | Flanders | Rinaldi | 1 | 1 | 600 | 600 | 484 | 103 | 0.807 | 0.172 | D | A | 0.733 | 0.156 | C | A |
| LOUISE AVE | Rinaldi | Index | 2 | 1 | 1400 | 700 | 246 | 42 | 0.176 | 0.060 | A | A | 0.160 | 0.055 | A | A |
| LOUISE AVE | Index | Lahey | 2 | 1 | 1400 | 700 | 433 | 123 | 0.309 | 0.176 | A | A | 0.281 | 0.160 | A | A |
| LOUISE AVE | Lahey | San Fern. Mission | 2 | 1 | 1400 | 700 | 533 | 182 | 0.381 | 0.260 | A | A | 0.346 | 0.236 | A | A |
| LOUISE AVE | San Fern. Mission | Los Alimos | 1 | 1 | 700 | 700 | 654 | 212 | 0.934 | 0.303 | E | A | 0.849 | 0.275 | D | A |
| LOUISE AVE | Los Alimos | Chatsworth | 1 | 1 | 700 | 700 | 608 | 256 | 0.869 | 0.366 | D | A | 0.790 | 0.332 | C | A |
| LOUISE AVE | Chatsworth | Kingsbury | 2 | 2 | 1400 | 1400 | 487 | 232 | 0.348 | 0.166 | A | A | 0.316 | 0.151 | A | A |
| LOUISE AVE | Kingsbury | Germain | 2 | 2 | 1400 | 1400 | 487 | 232 | 0.348 | 0.166 | A | A | 0.316 | 0.151 | A | A |
| LOUISE AVE | Germain | San Jose | 2 | 2 | 1400 | 1400 | 487 | 232 | 0.348 | 0.166 | A | A | 0.316 | 0.151 | A | A |
| LOUISE AVE | San Jose | Hiawatha | 2 | 2 | 1400 | 1400 | 231 | 57 | 0.165 | 0.041 | A | A | 0.150 | 0.037 | A | A |
| LOUISE AVE | Hiawatha | Devonshire | 2 | 2 | 1400 | 1400 | 231 | 57 | 0.165 | 0.041 | A | A | 0.150 | 0.037 | A | A |
| AMESTOY AVE | Index | Donmetz | 2 | 1 | 1400 | 700 | 433 | 123 | 0.309 | 0.176 | A | A | 0.281 | 0.160 | A | A |
| AMESTOY AVE | Donmetz | Lahey | 2 | 1 | 1400 | 700 | 533 | 182 | 0.381 | 0.260 | A | A | 0.346 | 0.236 | A | A |
| AMESTOY AVE | Lahey | Devonshire | 1 | 1 | 700 | 700 | 654 | 212 | 0.934 | 0.303 | E | A | 0.849 | 0.275 | D | A |
| BALBOA RD | San Fernando | Balboa Blvd | 2 | 2 | 1400 | 1400 | 2,880 | 2,292 | 2.057 | 1.637 | F | F | 1.870 | 1.488 | F | F |
| BALBOA BLVD | Foothill | Balboa Rd | 3 | 2 | 2400 | 1600 | 1,561 | 458 | 0.650 | 0.286 | B | A | 0.591 | 0.260 | A | A |
| BALBOA BLVD | Balboa Rd | Timber Ridge | 2 | 2 | 1600 | 1600 | 3,881 | 2,189 | 2.426 | 1.368 | F | F | 2.205 | 1.244 | F | F |
| BALBOA BLVD | Timber Ridge | Sesnon | 2 | 2 | 1600 | 1600 | 3,881 | 2,189 | 2.426 | 1.368 | F | F | 2.205 | 1.244 | F | F |
| BALBOA BLVD | Sesnon | Orozco | 2 | 2 | 1600 | 1600 | 3,546 | 2,154 | 2.216 | 1.346 | F | F | 2.015 | 1.224 | F | F |

Note: Bold street name shows street as east/west

| Segment | From | To | Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service Without ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| BALBOA BLVD | Orozco | Tennyson | 2 | 2 | 1600 | 1600 | 3,546 | 2,154 | 2.216 | 1.346 | F | F | 2.015 | 1.224 | F | F |
| BALBOA BLVD | Tennyson | Woodley | 2 | 2 | 1600 | 1600 | 3,514 | 1,974 | 2.196 | 1.234 | F | F | 1.997 | 1.122 | F | F |
| BALBOA BLVD | Woodley | Colven | 3 | 2 | 2400 | 1600 | 3,898 | 2,241 | 1.624 | 1.401 | F | F | 1.477 | 1.273 | F | F |
| BALBOA BLVD | Colven | Pineridge | 3 | 2 | 2400 | 1600 | 3,852 | 2,104 | 1.605 | 1.315 | F | F | 1.459 | 1.195 | F | F |
| BALBOA BLVD | Pineridge | Knollwood | 3 | 2 | 2400 | 1600 | 4,066 | 2,253 | 1.694 | 1.408 | F | F | 1.540 | 1.280 | F | F |
| BALBOA BLVD | Knollwood | Midwood | 3 | 2 | 2400 | 1600 | 4,174 | 2,333 | 1.739 | 1.458 | F | F | 1.581 | 1.326 | F | F |
| BALBOA BLVD | Midwood | Lorillard | 3 | 2 | 2400 | 1600 | 4,229 | 2,412 | 1.762 | 1.508 | F | F | 1.602 | 1.370 | F | F |
| BALBOA BLVD | Lorillard | Halsey | 3 | 2 | 2400 | 1600 | 4,207 | 2,390 | 1.753 | 1.494 | F | F | 1.594 | 1.358 | F | F |
| BALBOA BLVD | Halsey | Rinaldi | 3 | 2 | 2400 | 1600 | 4,281 | 2,396 | 1.784 | 1.498 | F | F | 1.622 | 1.361 | F | F |
| BALBOA BLVD | Rinaldi | Index | 3 | 2 | 2400 | 1600 | 4,202 | 2,649 | 1.751 | 1.656 | F | F | 1.592 | 1.505 | F | F |
| BALBOA BLVD | Index | San Fern. Mission | 3 | 2 | 2400 | 1600 | 2,920 | 1,519 | 1.217 | 0.949 | F | E | 1.106 | 0.863 | F | D |
| BALBOA BLVD | San Fern. Mission | Tulsa | 3 | 2 | 2400 | 1600 | 3,043 | 1,434 | 1.268 | 0.896 | F | D | 1.153 | 0.815 | F | D |
| BALBOA BLVD | Tulsa | Los Alimos | 3 | 2 | 2400 | 1600 | 2,934 | 1,403 | 1.223 | 0.877 | F | D | 1.111 | 0.797 | F | C |
| BALBOA BLVD | Los Alimos | Chatsworth | 3 | 2 | 2400 | 1600 | 2,934 | 1,403 | 1.223 | 0.877 | F | D | 1.111 | 0.797 | F | C |
| BALBOA BLVD | Chatsworth | Kingsbury | 3 | 2 | 2400 | 1600 | 2,847 | 1,384 | 1.186 | 0.865 | F | D | 1.078 | 0.786 | F | C |
| BALBOA BLVD | Kingsbury | Germain | 3 | 2 | 2400 | 1600 | 2,847 | 1,384 | 1.186 | 0.865 | F | D | 1.078 | 0.786 | F | C |
| BALBOA BLVD | Germain | San Jose | 3 | 2 | 2400 | 1600 | 2,847 | 1,384 | 1.186 | 0.865 | F | D | 1.078 | 0.786 | F | C |
| BALBOA BLVD | San Jose | Blackhawk | 3 | 2 | 2400 | 1600 | 2,540 | 1,007 | 1.058 | 0.629 | F | B | 0.962 | 0.572 | E | A |
| BALBOA BLVD | Blackhawk | Devonshire | 3 | 2 | 2400 | 1600 | 2,540 | 1,007 | 1.058 | 0.629 | F | B | 0.962 | 0.572 | E | A |
| PETIT AVE | Tulsa | Tribune | 1 | 1 | 600 | 600 | 44 | 43 | 0.073 | 0.072 | A | A | 0.067 | 0.065 | A | A |
| PETIT AVE | Tribune | Los Alimos | 1 | 1 | 600 | 600 | 44 | 43 | 0.073 | 0.072 | A | A | 0.067 | 0.065 | A | A |
| PETIT AVE | Los Alimos | Chatsworth | 1 | 1 | 600 | 600 | 44 | 43 | 0.073 | 0.072 | A | A | 0.067 | 0.065 | A | A |
| PETIT AVE | Chatsworth | Kingsbury | 1 | 1 | 600 | 600 | 9 | 4 | 0.015 | 0.007 | A | A | 0.014 | 0.006 | A | A |
| PETIT AVE | Kingsbury | Germain | 1 | 1 | 600 | 600 | 9 | 4 | 0.015 | 0.007 | A | A | 0.014 | 0.006 | A | A |
| PETIT AVE | Germain | San Jose | 1 | 1 | 600 | 600 | 9 | 4 | 0.015 | 0.007 | A | A | 0.014 | 0.006 | A | A |
| PETIT AVE | San Jose | Minnehaha | 1 | 1 | 600 | 600 | 48 | 40 | 0.080 | 0.067 | A | A | 0.073 | 0.061 | A | A |
| PETIT AVE | Minnehaha | Blackhawk | 1 | 1 | 600 | 600 | 48 | 40 | 0.080 | 0.067 | A | A | 0.073 | 0.061 | A | A |
| PETIT AVE | Blackhawk | Devonshire | 1 | 1 | 600 | 600 | 216 | 124 | 0.360 | 0.207 | A | A | 0.327 | 0.188 | A | A |
| PETIT AVE | Devonshire | Romar | 1 | 1 | 600 | 600 | 46 | 46 | 0.077 | 0.077 | A | A | 0.070 | 0.070 | A | A |
| KNOLLWOOD DR | Pineridge | Sarazen | 1 | 1 | 600 | 600 | 42 | 36 | 0.070 | 0.060 | A | A | 0.064 | 0.055 | A | A |
| KNOLLWOOD DR | Sarazen | Demaret | 1 | 1 | 600 | 600 | 42 | 36 | 0.070 | 0.060 | A | A | 0.064 | 0.055 | A | A |
| KNOLLWOOD DR | Demaret | Susan | 1 | 1 | 600 | 600 | 42 | 36 | 0.070 | 0.060 | A | A | 0.064 | 0.055 | A | A |
| KNOLLWOOD DR | Susan | Balboa | 1 | 1 | 600 | 600 | 158 | 109 | 0.263 | 0.182 | A | A | 0.239 | 0.165 | A | A |
| GERALD AVE | Shamhart | Midwood | 1 | 1 | 600 | 600 | 3 | 37 | 0.005 | 0.062 | A | A | 0.005 | 0.056 | A | A |
| GERALD AVE | Midwood | Barneston | 1 | 1 | 600 | 600 | 3 | 37 | 0.005 | 0.062 | A | A | 0.005 | 0.056 | A | A |
| GERALD AVE | Barneston | Armstead | 1 | 1 | 600 | 600 | 3 | 37 | 0.005 | 0.062 | A | A | 0.005 | 0.056 | A | A |
| HAYVENHURST | Rinaldi | Simonds | 2 | 2 | 1400 | 1400 | 444 | 196 | 0.317 | 0.140 | A | A | 0.288 | 0.127 | A | A |
| HAYVENHURST | Simonds | Index | 2 | 2 | 1400 | 1400 | 219 | 618 | 0.156 | 0.441 | A | A | 0.142 | 0.401 | A | A |
| HAYVENHURST | Index | San Fern. Mission | 2 | 2 | 1400 | 1400 | 1,146 | 392 | 0.819 | 0.280 | D | A | 0.744 | 0.255 | C | A |
| HAYVENHURST | San Fern. Mission | Horace | 2 | 2 | 1400 | 1400 | 1,597 | 747 | 1.141 | 0.534 | F | A | 1.037 | 0.485 | F | A |
| HAYVENHURST | Horace | Tulsa | 2 | 2 | 1400 | 1400 | 1,440 | 663 | 1.029 | 0.474 | F | A | 0.935 | 0.431 | E | A |
| HAYVENHURST | Tulsa | Chatsworth | 2 | 2 | 1400 | 1400 | 1,357 | 665 | 0.969 | 0.475 | E | A | 0.881 | 0.432 | D | A |
| HAYVENHURST | Chatsworth | San Jose | 2 | 2 | 1400 | 1400 | 925 | 305 | 0.661 | 0.218 | B | A | 0.601 | 0.198 | B | A |
| HAYVENHURST | San Jose | Blackhawk | 2 | 2 | 1400 | 1400 | 875 | 472 | 0.625 | 0.337 | B | A | 0.568 | 0.306 | A | A |
| HAYVENHURST | Blackhawk | Devonshire | 2 | 2 | 1400 | 1400 | 1,035 | 552 | 0.739 | 0.394 | C | A | 0.672 | 0.358 | B | A |
| HAYVENHURST | Devonshire | Mayall | 2 | 2 | 1400 | 1400 | 857 | 259 | 0.612 | 0.185 | B | A | 0.556 | 0.168 | A | A |
| HAYVENHURST | Mayall | Vintage | 2 | 2 | 1400 | 1400 | 857 | 259 | 0.612 | 0.185 | B | A | 0.556 | 0.168 | A | A |
| HAYVENHURST | Vintage | Lassen | 2 | 2 | 1400 | 1400 | 909 | 322 | 0.649 | 0.230 | B | A | 0.590 | 0.209 | A | A |
| GOTHIC AVE | Woodley | Rinaldi | 1 | 1 | 600 | 600 | 155 | 106 | 0.258 | 0.177 | A | A | 0.235 | 0.161 | A | A |
| GOTHIC AVE | Rinaldi | Index | 1 | 1 | 600 | 600 | 13 | 42 | 0.022 | 0.070 | A | A | 0.020 | 0.064 | A | A |
| GOTHIC AVE | Index | Donmetz | 1 | 1 | 600 | 600 | 13 | 42 | 0.022 | 0.070 | A | A | 0.020 | 0.064 | A | A |
| GOTHIC AVE | Donmetz | Chatsworth | 1 | 1 | 600 | 600 | 39 | 49 | 0.065 | 0.082 | A | A | 0.059 | 0.074 | A | A |
| GOTHIC AVE | Chatsworth | Lassen | 1 | 1 | 600 | 600 | 659 | 570 | 1.098 | 0.950 | F | E | 0.998 | 0.864 | E | D |
| WOODLEY AVE | Balboa | McLennan | 1 | 1 | 600 | 600 | 40 | 50 | 0.067 | 0.083 | A | A | 0.061 | 0.076 | A | A |
| WOODLEY AVE | McLennan | Nanette | 1 | 1 | 600 | 600 | 40 | 50 | 0.067 | 0.083 | A | A | 0.061 | 0.076 | A | A |
| WOODLEY AVE | Nanette | Knollwood | 1 | 1 | 600 | 600 | 40 | 35 | 0.067 | 0.058 | A | A | 0.061 | 0.053 | A | A |
| WOODLEY AVE | Knollwood | Pineridge | 1 | 1 | 600 | 600 | 40 | 35 | 0.067 | 0.058 | A | A | 0.061 | 0.053 | A | A |

Note: Bold street name shows street as east/west

| Segment | From | To | Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service Without ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| WOODLEY AVE | Pineridge | Gerald | 1 | 1 | 600 | 600 | 40 | 27 | 0.067 | 0.045 | A | A | 0.061 | 0.041 | A | A |
| WOODLEY AVE | Gerald | Gothic | 1 | 1 | 600 | 600 | 40 | 27 | 0.067 | 0.045 | A | A | 0.061 | 0.041 | A | A |
| WOODLEY AVE | Gothic | Collett | 1 | 1 | 600 | 600 | 39 | 39 | 0.065 | 0.065 | A | A | 0.059 | 0.059 | A | A |
| WOODLEY AVE | Collett | Rinaldi | 1 | 1 | 600 | 600 | 39 | 26 | 0.065 | 0.043 | A | A | 0.059 | 0.039 | A | A |
| WOODLEY AVE | Rinaldi | Simonds | 2 | 2 | 1600 | 1600 | 841 | 497 | 0.526 | 0.311 | A | A | 0.478 | 0.282 | A | A |
| WOODLEY AVE | Simonds | Index | 2 | 2 | 1600 | 1600 | 820 | 497 | 0.513 | 0.311 | A | A | 0.466 | 0.282 | A | A |
| WOODLEY AVE | Index | San Fern. Mission | 2 | 2 | 1600 | 1600 | 1,389 | 510 | 0.868 | 0.319 | D | A | 0.789 | 0.290 | C | A |
| WOODLEY AVE | San Fern. Mission | Horace | 2 | 2 | 1600 | 1600 | 744 | 329 | 0.465 | 0.206 | A | A | 0.423 | 0.187 | A | A |
| WOODLEY AVE | Horace | Tulsa | 2 | 2 | 1600 | 1600 | 808 | 360 | 0.505 | 0.225 | A | A | 0.459 | 0.205 | A | A |
| WOODLEY AVE | Tulsa | Chatsworth | 2 | 2 | 1600 | 1600 | 1,300 | 529 | 0.813 | 0.331 | D | A | 0.739 | 0.301 | C | A |
| WOODLEY AVE | Chatsworth | San Jose | 2 | 2 | 1600 | 1600 | 1,912 | 1,179 | 1.195 | 0.737 | F | C | 1.086 | 0.670 | F | B |
| WOODLEY AVE | San Jose | Devonshire | 2 | 2 | 1600 | 1600 | 1,554 | 866 | 0.971 | 0.541 | E | A | 0.883 | 0.492 | D | A |
| WOODLEY AVE | Devonshire | Mayall | 2 | 2 | 1600 | 1600 | 1,473 | 823 | 0.921 | 0.514 | E | A | 0.837 | 0.468 | D | A |
| WOODLEY AVE | Mayall | Lassen | 2 | 2 | 1600 | 1600 | 1,468 | 747 | 0.918 | 0.467 | E | A | 0.834 | 0.424 | D | A |
| GAYNOR AVE | Rinaldi | Chatsworth | 1 | 1 | 600 | 600 | 95 | 132 | 0.158 | 0.220 | A | A | 0.144 | 0.200 | A | A |
| GAYNOR AVE | Chatsworth | Kingsbury | 1 | 1 | 600 | 600 | 31 | 38 | 0.052 | 0.063 | A | A | 0.047 | 0.058 | A | A |
| MONTGOMERY AVE | Kingsbury | San Jose | 1 | 1 | 600 | 600 | 31 | 38 | 0.052 | 0.063 | A | A | 0.047 | 0.058 | A | A |
| MONTGOMERY AVE | San Jose | Blackhawk | 1 | 1 | 600 | 600 | 68 | 77 | 0.113 | 0.128 | A | A | 0.103 | 0.117 | A | A |
| MONTGOMERY AVE | Blackhawk | Devonshire | 1 | 1 | 600 | 600 | 107 | 94 | 0.178 | 0.157 | A | A | 0.162 | 0.142 | A | A |
| MONTGOMERY AVE | Devonshire | Tuba | 1 | 1 | 600 | 600 | 8 | 7 | 0.013 | 0.012 | A | A | 0.012 | 0.011 | A | A |
| MONTGOMERY AVE | Tuba | Lemarsh | 1 | 1 | 600 | 600 | 8 | 7 | 0.013 | 0.012 | A | A | 0.012 | 0.011 | A | A |
| MONTGOMERY AVE | Lemarsh | Mayall | 1 | 1 | 600 | 600 | 37 | 39 | 0.062 | 0.065 | A | A | 0.056 | 0.059 | A | A |
| MONTGOMERY AVE | Mayall | Septo | 1 | 1 | 600 | 600 | 35 | 49 | 0.058 | 0.082 | A | A | 0.053 | 0.074 | A | A |
| MONTGOMERY AVE | Septo | Lassen | 1 | 1 | 600 | 600 | 35 | 49 | 0.058 | 0.082 | A | A | 0.053 | 0.074 | A | A |
| HASKELL AVE | Rinaldi | Index | 2 | 2 | 1400 | 1400 | 674 | 156 | 0.481 | 0.111 | A | A | 0.438 | 0.101 | A | A |
| HASKELL AVE | Index | Lahey | 2 | 2 | 1400 | 1400 | 201 | 150 | 0.144 | 0.107 | A | A | 0.131 | 0.097 | A | A |
| HASKELL AVE | Lahey | San Fern. Mission | 2 | 2 | 1400 | 1400 | 201 | 150 | 0.144 | 0.107 | A | A | 0.131 | 0.097 | A | A |
| HASKELL AVE | San Fern. Mission | Tulsa | 2 | 2 | 1400 | 1400 | 278 | 279 | 0.199 | 0.199 | A | A | 0.181 | 0.181 | A | A |
| HASKELL AVE | Tulsa | Bermuda | 2 | 2 | 1400 | 1400 | 364 | 284 | 0.260 | 0.203 | A | A | 0.236 | 0.184 | A | A |
| HASKELL AVE | Bermuda | Los Alimos | 2 | 2 | 1400 | 1400 | 364 | 284 | 0.260 | 0.203 | A | A | 0.236 | 0.184 | A | A |
| HASKELL AVE | Los Alimos | Chatsworth | 2 | 2 | 1400 | 1400 | 364 | 284 | 0.260 | 0.203 | A | A | 0.236 | 0.184 | A | A |
| HASKELL AVE | Chatsworth | Kingsbury | 2 | 2 | 1400 | 1400 | 614 | 342 | 0.439 | 0.244 | A | A | 0.399 | 0.222 | A | A |
| HASKELL AVE | Kingsbury | San Jose | 2 | 2 | 1400 | 1400 | 614 | 342 | 0.439 | 0.244 | A | A | 0.399 | 0.222 | A | A |
| HASKELL AVE | San Jose | Devonshire | 2 | 2 | 1400 | 1400 | 422 | 336 | 0.301 | 0.240 | A | A | 0.274 | 0.218 | A | A |
| HASKELL AVE | Devonshire | Tuba | 2 | 2 | 1400 | 1400 | 634 | 271 | 0.453 | 0.194 | A | A | 0.412 | 0.176 | A | A |
| HASKELL AVE | Tuba | Lemarsh | 2 | 2 | 1400 | 1400 | 634 | 271 | 0.453 | 0.194 | A | A | 0.412 | 0.176 | A | A |
| HASKELL AVE | Lemarsh | Mayall | 2 | 2 | 1400 | 1400 | 565 | 181 | 0.404 | 0.129 | A | A | 0.367 | 0.118 | A | A |
| HASKELL AVE | Mayall | Stare | 1 | 1 | 600 | 600 | 35 | 49 | 0.058 | 0.082 | A | A | 0.053 | 0.074 | A | A |
| HASKELL AVE | Stare | Septo | 1 | 1 | 600 | 600 | 35 | 49 | 0.058 | 0.082 | A | A | 0.053 | 0.074 | A | A |
| HASKELL AVE | Septo | Lassen | 1 | 1 | 600 | 600 | 35 | 49 | 0.058 | 0.082 | A | A | 0.053 | 0.074 | A | A |
| SAN FERNANDO RD | Sierra Hwy | Ranch Rd | 2 | 2 | 1600 | 1600 | 5,250 | 1,439 | 3.281 | 0.899 | F | D | 2.983 | 0.818 | F | D |
| SAN FERNANDO RD | Ranch Rd | Balboa | 2 | 2 | 1600 | 1600 | 2,196 | 5,244 | 1.373 | 3.278 | F | F | 1.248 | 2.980 | F | F |
| SAN FERNANDO RD | Balboa | Sepulveda | 2 | 2 | 1600 | 1600 | 657 | 3,117 | 0.411 | 1.948 | A | F | 0.373 | 1.771 | A | F |
| SEPULVEDA BLVD (north link) | San Fernando | Roxford | 2 | 2 | 1600 | 1600 | 1,587 | 351 | 0.992 | 0.219 | E | A | 0.902 | 0.199 | E | A |
| SEPULVEDA BLVD (south link) | San Fernando | Roxford | 1 | 1 | 800 | 800 | 1,677 | 462 | 2.096 | 0.578 | F | A | 1.906 | 0.525 | F | A |
| **SESNON BLVD** | **Cascade Canyon** | **Marcus** | 2 | 2 | 1600 | 1600 | 108 | 145 | 0.068 | 0.091 | A | A | 0.061 | 0.082 | A | A |
| **SESNON BLVD** | **Marcus** | **Neon** | 2 | 2 | 1600 | 1600 | 108 | 145 | 0.068 | 0.091 | A | A | 0.061 | 0.082 | A | A |
| **SESNON BLVD** | **Neon** | **Jolette** | 2 | 2 | 1600 | 1600 | 108 | 145 | 0.068 | 0.091 | A | A | 0.061 | 0.082 | A | A |
| **SESNON BLVD** | **Jolette** | **Bronte** | 2 | 2 | 1600 | 1600 | 40 | 38 | 0.025 | 0.024 | A | A | 0.023 | 0.022 | A | A |
| **SESNON BLVD** | **Bronte** | **Tuscan** | 2 | 2 | 1600 | 1600 | 40 | 38 | 0.025 | 0.024 | A | A | 0.023 | 0.022 | A | A |
| **SESNON BLVD** | **Tuscan** | **Meadowlark** | 2 | 2 | 1600 | 1600 | 40 | 38 | 0.025 | 0.024 | A | A | 0.023 | 0.022 | A | A |
| **SESNON BLVD** | **Meadowlark** | **Orozco** | 1 | 1 | 800 | 800 | 285 | 38 | 0.356 | 0.048 | A | A | 0.324 | 0.043 | A | A |
| **SESNON BLVD** | **Orozco** | **Constable** | 1 | 1 | 800 | 800 | 335 | 36 | 0.419 | 0.045 | A | A | 0.381 | 0.041 | A | A |
| **SESNON BLVD** | **Constable** | **Balboa** | 1 | 1 | 800 | 800 | 335 | 36 | 0.419 | 0.045 | A | A | 0.381 | 0.041 | A | A |
| **LISETTE ST** | **Jolette** | **Jimeno** | 1 | 1 | 600 | 600 | 136 | 45 | 0.227 | 0.075 | A | A | 0.206 | 0.068 | A | A |
| **LISETTE ST** | **Jimeno** | **Balboa** | 1 | 1 | 600 | 600 | 270 | 425 | 0.450 | 0.708 | A | C | 0.409 | 0.644 | A | B |
| **WESTBURY DR** | **Daryl** | **Henzie** | 1 | 1 | 600 | 600 | 38 | 36 | 0.063 | 0.060 | A | A | 0.058 | 0.055 | A | A |

Note: Bold street name shows street as east/west

| Segment | From | To | Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service Without ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| **WESTBURY DR** | **Henzie** | **Byron** | 1 | 1 | 600 | 600 | 38 | 36 | 0.063 | 0.060 | A | A | 0.058 | 0.055 | A | A |
| **WESTBURY DR** | **Byron** | **Lithuania** | 1 | 1 | 600 | 600 | 76 | 103 | 0.127 | 0.172 | A | A | 0.115 | 0.156 | A | A |
| **WESTBURY DR** | **Lithuania** | **El Oro** | 1 | 1 | 600 | 600 | 76 | 103 | 0.127 | 0.172 | A | A | 0.115 | 0.156 | A | A |
| **WESTBURY DR** | **El Oro** | **Balboa** | 1 | 1 | 600 | 600 | 46 | 138 | 0.077 | 0.230 | A | A | 0.070 | 0.209 | A | A |
| **ROSNICK PL** | **El Oro** | **McLennan** | 1 | 1 | 600 | 600 | 52 | 42 | 0.087 | 0.070 | A | A | 0.079 | 0.064 | A | A |
| **PINERIDGE DR** | **McLennan** | **Kenny** | 1 | 1 | 600 | 600 | 71 | 50 | 0.118 | 0.083 | A | A | 0.108 | 0.076 | A | A |
| **PINERIDGE DR** | **Kenny** | **Catenia** | 1 | 1 | 600 | 600 | 38 | 33 | 0.063 | 0.055 | A | A | 0.058 | 0.050 | A | A |
| **PINERIDGE DR** | **Catenia** | **Knollwood** | 1 | 1 | 600 | 600 | 38 | 33 | 0.063 | 0.055 | A | A | 0.058 | 0.050 | A | A |
| **PINERIDGE DR** | **Knollwood** | **Woodley** | 1 | 1 | 600 | 600 | 38 | 47 | 0.063 | 0.078 | A | A | 0.058 | 0.071 | A | A |
| **SIGNATURE DR** | **Louise** | **El Oro** | 1 | 1 | 600 | 600 | 23 | 150 | 0.038 | 0.250 | A | A | 0.035 | 0.227 | A | A |
| **REXBON RD** | **Zelzah** | **Mayerling** | 1 | 1 | 600 | 600 | 26 | 26 | 0.043 | 0.043 | A | A | 0.039 | 0.039 | A | A |
| **MIDWOOD DR** | **El Oro** | **Balboa** | 1 | 1 | 600 | 600 | 209 | 140 | 0.348 | 0.233 | A | A | 0.317 | 0.212 | A | A |
| **SHAMHART DR** | **Knollwood** | **Woodley** | 1 | 1 | 600 | 600 | 109 | 158 | 0.182 | 0.263 | A | A | 0.165 | 0.239 | A | A |
| **MAYERLING ST** | **Shoshone** | **Babbitt** | 1 | 1 | 600 | 600 | 32 | 23 | 0.053 | 0.038 | A | A | 0.048 | 0.035 | A | A |
| **BARNESTON ST** | **Louise** | **Paso Robles** | 1 | 1 | 600 | 600 | 191 | 11 | 0.318 | 0.018 | A | A | 0.289 | 0.017 | A | A |
| **ARMSTEAD ST** | **Gerald** | **Gothic** | 1 | 1 | 600 | 600 | 32 | 31 | 0.053 | 0.052 | A | A | 0.048 | 0.047 | A | A |
| **ARMSTEAD ST** | **Gothic** | **Woodley** | 1 | 1 | 600 | 600 | 37 | 42 | 0.062 | 0.070 | A | A | 0.056 | 0.064 | A | A |
| **RINALDI ST** | **Chimineas** | **Zelzah** | 2 | 2 | 1600 | 1600 | 1,758 | 1,571 | 1.099 | 0.982 | F | E | 0.999 | 0.893 | E | D |
| **RINALDI ST** | **Zelzah** | **Yarmouth** | 2 | 2 | 1600 | 1600 | 1,882 | 1,167 | 1.176 | 0.729 | F | C | 1.069 | 0.663 | F | B |
| **RINALDI ST** | **Yarmouth** | **Rancho Del Valle** | 2 | 2 | 1600 | 1600 | 1,776 | 1,170 | 1.110 | 0.731 | F | C | 1.009 | 0.665 | F | B |
| **RINALDI ST** | **Rancho Del Valle** | **Ridge Way** | 2 | 2 | 1600 | 1600 | 1,818 | 1,107 | 1.136 | 0.692 | F | B | 1.033 | 0.629 | F | B |
| **RINALDI ST** | **Ridge Way** | **Shoshone** | 2 | 2 | 1600 | 1600 | 1,818 | 1,107 | 1.136 | 0.692 | F | B | 1.033 | 0.629 | F | B |
| **RINALDI ST** | **Shoshone** | **Andasol** | 2 | 2 | 1600 | 1600 | 1,387 | 969 | 0.867 | 0.606 | D | B | 0.788 | 0.551 | C | A |
| **RINALDI ST** | **Andasol** | **Louise** | 2 | 2 | 1600 | 1600 | 1,126 | 516 | 0.704 | 0.323 | C | A | 0.640 | 0.293 | B | A |
| **RINALDI ST** | **Louise** | **Babbitt** | 2 | 2 | 1600 | 1600 | 888 | 455 | 0.555 | 0.284 | A | A | 0.505 | 0.259 | A | A |
| **RINALDI ST** | **Babbitt** | **Amestoy** | 2 | 2 | 1600 | 1600 | 888 | 455 | 0.555 | 0.284 | A | A | 0.505 | 0.259 | A | A |
| **RINALDI ST** | **Amestoy** | **Balboa** | 2 | 2 | 1600 | 1600 | 877 | 571 | 0.548 | 0.357 | A | A | 0.498 | 0.324 | A | A |
| **RINALDI ST** | **Balboa** | **Ruffner** | 2 | 2 | 1600 | 1600 | 1,064 | 1,087 | 0.665 | 0.679 | B | B | 0.605 | 0.618 | B | B |
| **RINALDI ST** | **Ruffner** | **Hayvenhurst** | 2 | 2 | 1600 | 1600 | 1,089 | 1,098 | 0.681 | 0.686 | B | B | 0.619 | 0.624 | B | B |
| **RINALDI ST** | **Hayvenhurst** | **Odessa** | 2 | 2 | 1600 | 1600 | 1,146 | 906 | 0.716 | 0.566 | C | A | 0.651 | 0.515 | B | A |
| **RINALDI ST** | **Odessa** | **Swinton** | 2 | 2 | 1600 | 1600 | 1,176 | 973 | 0.735 | 0.608 | C | B | 0.668 | 0.553 | B | A |
| **RINALDI ST** | **Swinton** | **Woodley** | 2 | 2 | 1600 | 1600 | 1,093 | 1,016 | 0.683 | 0.635 | B | B | 0.621 | 0.577 | B | A |
| **RINALDI ST** | **Woodley** | **Gaynor** | 2 | 2 | 1600 | 1600 | 1,734 | 1,351 | 1.084 | 0.844 | F | D | 0.985 | 0.768 | E | C |
| **RINALDI ST** | **Gaynor** | **Haskell** | 2 | 2 | 1600 | 1600 | 1,734 | 1,350 | 1.084 | 0.844 | F | D | 0.985 | 0.767 | E | C |
| **RINALDI ST** | **Haskell** | **Blucher** | 2 | 2 | 1600 | 1600 | 2,408 | 1,506 | 1.505 | 0.941 | F | E | 1.368 | 0.856 | F | D |
| **RINALDI ST** | **Blucher** | **405 Fwy** | 2 | 2 | 1600 | 1600 | 2,430 | 1,534 | 1.519 | 0.959 | F | E | 1.381 | 0.872 | F | D |
| **INDEX ST** | **Yarmouth** | **Aldea** | 1 | 1 | 600 | 600 | 436 | 461 | 0.727 | 0.768 | C | C | 0.661 | 0.698 | B | B |
| **INDEX ST** | **Aldea** | **Amestoy** | 1 | 1 | 600 | 600 | 404 | 332 | 0.673 | 0.553 | B | A | 0.612 | 0.503 | B | A |
| **INDEX ST** | **Amestoy** | **Balboa** | 1 | 1 | 600 | 600 | 404 | 332 | 0.673 | 0.553 | B | A | 0.612 | 0.503 | B | A |
| **INDEX ST** | **Balboa** | **McLennan** | 1 | 1 | 600 | 600 | 353 | 140 | 0.588 | 0.233 | A | A | 0.535 | 0.212 | A | A |
| **INDEX ST** | **McLennan** | **Ruffner** | 1 | 1 | 600 | 600 | 340 | 109 | 0.567 | 0.182 | A | A | 0.515 | 0.165 | A | A |
| **INDEX ST** | **Ruffner** | **Danube** | 1 | 1 | 600 | 600 | 282 | 170 | 0.470 | 0.283 | A | A | 0.427 | 0.258 | A | A |
| **SAN FERNANDO MISSION** | **Chimineas** | **Lindley** | 2 | 2 | 1400 | 1400 | 823 | 625 | 0.588 | 0.446 | A | A | 0.534 | 0.406 | A | A |
| **SAN FERNANDO MISSION** | **Lindley** | **Zelzah** | 1 | 1 | 700 | 700 | 752 | 556 | 1.074 | 0.794 | F | C | 0.977 | 0.722 | E | C |
| **SAN FERNANDO MISSION** | **Zelzah** | **Yarmouth** | 1 | 1 | 700 | 700 | 738 | 559 | 1.054 | 0.799 | F | C | 0.958 | 0.726 | E | C |
| **SAN FERNANDO MISSION** | **Yarmouth** | **Shoshone** | 1 | 1 | 700 | 700 | 987 | 693 | 1.410 | 0.990 | F | E | 1.282 | 0.900 | F | E |
| **SAN FERNANDO MISSION** | **Shoshone** | **Encino** | 1 | 1 | 700 | 700 | 936 | 696 | 1.337 | 0.994 | F | E | 1.216 | 0.904 | F | E |
| **SAN FERNANDO MISSION** | **Encino** | **Andasol** | 1 | 1 | 700 | 700 | 940 | 682 | 1.343 | 0.974 | F | E | 1.221 | 0.886 | F | D |
| **SAN FERNANDO MISSION** | **Andasol** | **Louise** | 1 | 1 | 700 | 700 | 940 | 682 | 1.343 | 0.974 | F | E | 1.221 | 0.886 | F | D |
| **SAN FERNANDO MISSION** | **Louise** | **Amestoy** | 2 | 2 | 1400 | 1400 | 1,167 | 819 | 0.834 | 0.585 | D | A | 0.758 | 0.532 | C | A |
| **SAN FERNANDO MISSION** | **Amestoy** | **Paso Robles** | 2 | 2 | 1400 | 1400 | 1,270 | 905 | 0.907 | 0.646 | E | B | 0.825 | 0.588 | D | A |
| **SAN FERNANDO MISSION** | **Paso Robles** | **Balboa** | 2 | 2 | 1400 | 1400 | 1,270 | 905 | 0.907 | 0.646 | E | B | 0.825 | 0.588 | D | A |
| **SAN FERNANDO MISSION** | **Balboa** | **Petit** | 2 | 2 | 1400 | 1400 | 1,223 | 650 | 0.874 | 0.464 | D | A | 0.794 | 0.422 | C | A |
| **SAN FERNANDO MISSION** | **Petit** | **Ruffner** | 2 | 2 | 1400 | 1400 | 1,223 | 650 | 0.874 | 0.464 | D | A | 0.794 | 0.422 | C | A |
| **SAN FERNANDO MISSION** | **Ruffner** | **Gerald** | 2 | 2 | 1400 | 1400 | 1,180 | 664 | 0.843 | 0.474 | D | A | 0.766 | 0.431 | C | A |
| **SAN FERNANDO MISSION** | **Gerald** | **Hayvenhurst** | 2 | 2 | 1400 | 1400 | 1,180 | 664 | 0.843 | 0.474 | D | A | 0.766 | 0.431 | C | A |
| **SAN FERNANDO MISSION** | **Hayvenhurst** | **Monogram** | 2 | 2 | 1400 | 1400 | 1,398 | 784 | 0.999 | 0.560 | E | A | 0.908 | 0.509 | E | A |

Note: Bold street name shows street as east/west

| Segment | From | To | Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service Without ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| **SAN FERNANDO MISSION** | **Monogram** | **Gothic** | 2 | 2 | 1400 | 1400 | 1,398 | 784 | 0.999 | 0.560 | E | A | 0.908 | 0.509 | E | A |
| **SAN FERNANDO MISSION** | **Gothic** | **Haskell** | 2 | 2 | 1400 | 1400 | 1,384 | 783 | 0.989 | 0.559 | E | A | 0.899 | 0.508 | D | A |
| **SAN FERNANDO MISSION** | **Haskell** | **Danube** | 2 | 2 | 1400 | 1400 | 793 | 781 | 0.566 | 0.558 | A | A | 0.515 | 0.507 | A | A |
| **SAN FERNANDO MISSION** | **Danube** | **Blucher** | 2 | 2 | 1400 | 1400 | 793 | 781 | 0.566 | 0.558 | A | A | 0.515 | 0.507 | A | A |
| **SAN FERNANDO MISSION** | **Blucher** | **405 Fwy** | 2 | 2 | 1400 | 1400 | 793 | 781 | 0.566 | 0.558 | A | A | 0.515 | 0.507 | A | A |
| **TULSA ST** | **Lindley** | **Louise** | 1 | 1 | 600 | 600 | 513 | 366 | 0.855 | 0.610 | D | B | 0.777 | 0.555 | C | A |
| **TULSA ST** | **Louise** | **Paso Robles** | 1 | 1 | 600 | 600 | 372 | 225 | 0.620 | 0.375 | B | A | 0.564 | 0.341 | A | A |
| **TULSA ST** | **Paso Robles** | **Balboa** | 1 | 1 | 600 | 600 | 432 | 264 | 0.720 | 0.440 | C | A | 0.655 | 0.400 | B | A |
| **TULSA ST** | **Balboa** | **Hayvenhurst** | 1 | 1 | 600 | 600 | 254 | 164 | 0.423 | 0.273 | A | A | 0.385 | 0.248 | A | A |
| **TULSA ST** | **Hayvenhurst** | **Monogram** | 1 | 1 | 600 | 600 | 48 | 46 | 0.080 | 0.077 | A | A | 0.073 | 0.070 | A | A |
| **TULSA ST** | **Monogram** | **Gothic** | 1 | 1 | 600 | 600 | 48 | 46 | 0.080 | 0.077 | A | A | 0.073 | 0.070 | A | A |
| **JONFIN ST** | **Gothic** | **end** | 1 | 1 | 600 | 600 | 39 | 41 | 0.065 | 0.068 | A | A | 0.059 | 0.062 | A | A |
| **CHATSWORTH ST** | **Etiwanda** | **Lindley** | 2 | 2 | 1400 | 1400 | 1,982 | 1,827 | 1.416 | 1.305 | F | F | 1.287 | 1.186 | F | F |
| **CHATSWORTH ST** | **Lindley** | **Zelzah** | 2 | 2 | 1400 | 1400 | 1,977 | 1,863 | 1.412 | 1.331 | F | F | 1.284 | 1.210 | F | F |
| **CHATSWORTH ST** | **Zelzah** | **Yarmouth** | 2 | 2 | 1400 | 1400 | 1,457 | 1,107 | 1.041 | 0.791 | F | C | 0.946 | 0.719 | E | C |
| **CHATSWORTH ST** | **Yarmouth** | **White Oak** | 2 | 2 | 1400 | 1400 | 1,457 | 1,107 | 1.041 | 0.791 | F | C | 0.946 | 0.719 | E | C |
| **CHATSWORTH ST** | **White Oak** | **Shoshone** | 2 | 2 | 1400 | 1400 | 872 | 536 | 0.623 | 0.383 | B | A | 0.566 | 0.348 | A | A |
| **CHATSWORTH ST** | **Shoshone** | **Encino** | 2 | 2 | 1400 | 1400 | 872 | 536 | 0.623 | 0.383 | B | A | 0.566 | 0.348 | A | A |
| **CHATSWORTH ST** | **Encino** | **Andasol** | 2 | 2 | 1400 | 1400 | 1,165 | 677 | 0.832 | 0.484 | D | A | 0.756 | 0.440 | C | A |
| **CHATSWORTH ST** | **Andasol** | **Louise** | 2 | 2 | 1400 | 1400 | 1,165 | 677 | 0.832 | 0.484 | D | A | 0.756 | 0.440 | C | A |
| **CHATSWORTH ST** | **Louise** | **Aldea** | 2 | 2 | 1400 | 1400 | 1,292 | 901 | 0.923 | 0.644 | E | B | 0.839 | 0.585 | D | A |
| **CHATSWORTH ST** | **Aldea** | **Genesta** | 2 | 2 | 1400 | 1400 | 1,473 | 942 | 1.052 | 0.673 | F | B | 0.956 | 0.612 | E | B |
| **CHATSWORTH ST** | **Genesta** | **Balboa** | 2 | 2 | 1400 | 1400 | 1,421 | 1,006 | 1.015 | 0.719 | F | C | 0.923 | 0.653 | E | B |
| **CHATSWORTH ST** | **Balboa** | **Petit** | 2 | 2 | 1400 | 1400 | 1,260 | 914 | 0.900 | 0.653 | E | B | 0.818 | 0.594 | D | A |
| **CHATSWORTH ST** | **Petit** | **Hayvenhurst** | 2 | 2 | 1400 | 1400 | 1,255 | 904 | 0.896 | 0.646 | D | B | 0.815 | 0.587 | D | A |
| **CHATSWORTH ST** | **Hayvenhurst** | **Debra** | 2 | 2 | 1400 | 1400 | 994 | 715 | 0.710 | 0.511 | C | A | 0.645 | 0.464 | B | A |
| **CHATSWORTH ST** | **Debra** | **Gothic** | 2 | 2 | 1400 | 1400 | 994 | 715 | 0.710 | 0.511 | C | A | 0.645 | 0.464 | B | A |
| **CHATSWORTH ST** | **Gothic** | **Swinton** | 2 | 2 | 1400 | 1400 | 994 | 715 | 0.710 | 0.511 | C | A | 0.645 | 0.464 | B | A |
| **CHATSWORTH ST** | **Swinton** | **Woodley** | 2 | 2 | 1400 | 1400 | 994 | 715 | 0.710 | 0.511 | C | A | 0.645 | 0.464 | B | A |
| **CHATSWORTH ST** | **Woodley** | **Gaviota** | 2 | 2 | 1400 | 1400 | 920 | 675 | 0.657 | 0.482 | B | A | 0.597 | 0.438 | A | A |
| **CHATSWORTH ST** | **Gaviota** | **Gaynor** | 2 | 2 | 1400 | 1400 | 920 | 675 | 0.657 | 0.482 | B | A | 0.597 | 0.438 | A | A |
| **CHATSWORTH ST** | **Gaynor** | **Haskell** | 2 | 2 | 1400 | 1400 | 920 | 675 | 0.657 | 0.482 | B | A | 0.597 | 0.438 | A | A |
| **CHATSWORTH ST** | **Haskell** | **Aqueduct** | 2 | 2 | 1400 | 1400 | 1,214 | 774 | 0.867 | 0.553 | D | A | 0.788 | 0.503 | C | A |
| **CHATSWORTH ST** | **Aqueduct** | **405 Fwy** | 2 | 2 | 1400 | 1400 | 1,214 | 774 | 0.867 | 0.553 | D | A | 0.788 | 0.503 | C | A |
| **SAN JOSE ST** | **Zelzah** | **Yarmouth** | 1 | 1 | 600 | 600 | 419 | 451 | 0.698 | 0.752 | B | C | 0.635 | 0.683 | B | B |
| **SAN JOSE ST** | **Yarmouth** | **Jellico** | 1 | 1 | 600 | 600 | 788 | 931 | 1.313 | 1.552 | F | F | 1.194 | 1.411 | F | F |
| **SAN JOSE ST** | **Jellico** | **Shoshone** | 1 | 1 | 600 | 600 | 754 | 647 | 1.257 | 1.078 | F | F | 1.142 | 0.980 | F | E |
| **SAN JOSE ST** | **Shoshone** | **Encino** | 1 | 1 | 600 | 600 | 754 | 647 | 1.257 | 1.078 | F | F | 1.142 | 0.980 | F | E |
| **SAN JOSE ST** | **Encino** | **Bianca** | 1 | 1 | 600 | 600 | 635 | 538 | 1.058 | 0.897 | F | D | 0.962 | 0.815 | E | D |
| **SAN JOSE ST** | **Bianca** | **Andasol** | 1 | 1 | 600 | 600 | 635 | 538 | 1.058 | 0.897 | F | D | 0.962 | 0.815 | E | D |
| **SAN JOSE ST** | **Andasol** | **Genesta** | 1 | 1 | 600 | 600 | 635 | 538 | 1.058 | 0.897 | F | D | 0.962 | 0.815 | E | D |
| **SAN JOSE ST** | **Genesta** | **Balboa** | 1 | 1 | 600 | 600 | 610 | 433 | 1.017 | 0.722 | F | C | 0.924 | 0.656 | E | B |
| **SAN JOSE ST** | **Balboa** | **Danube** | 1 | 1 | 600 | 600 | 470 | 228 | 0.783 | 0.380 | C | A | 0.712 | 0.345 | C | A |
| **DEVONSHIRE ST** | **Etiwanda** | **Zelzah** | 3 | 2 | 2400 | 1600 | 1,665 | 1,375 | 0.694 | 0.859 | B | D | 0.631 | 0.781 | B | C |
| **DEVONSHIRE ST** | **Lindley** | **Zelzah** | 3 | 2 | 2400 | 1600 | 1,665 | 1,375 | 0.694 | 0.859 | B | D | 0.631 | 0.781 | B | C |
| **DEVONSHIRE ST** | **Zelzah** | **White Oak** | 2 | 2 | 1600 | 1600 | 937 | 570 | 0.586 | 0.356 | A | A | 0.532 | 0.324 | A | A |
| **DEVONSHIRE ST** | **White Oak** | **Encino** | 2 | 2 | 1600 | 1600 | 709 | 298 | 0.443 | 0.186 | A | A | 0.403 | 0.169 | A | A |
| **DEVONSHIRE ST** | **Encino** | **Andasol** | 2 | 2 | 1600 | 1600 | 1,040 | 604 | 0.650 | 0.378 | B | A | 0.591 | 0.343 | A | A |
| **DEVONSHIRE ST** | **Andasol** | **Louise** | 2 | 2 | 1600 | 1600 | 1,040 | 604 | 0.650 | 0.378 | B | A | 0.591 | 0.343 | A | A |
| **DEVONSHIRE ST** | **Louise** | **Amestoy** | 2 | 3 | 1600 | 2400 | 1,018 | 442 | 0.636 | 0.184 | B | A | 0.578 | 0.167 | A | A |
| **DEVONSHIRE ST** | **Amestoy** | **Balboa** | 2 | 3 | 1600 | 2400 | 1,393 | 766 | 0.871 | 0.319 | D | A | 0.791 | 0.290 | C | A |
| **DEVONSHIRE ST** | **Balboa** | **Petit** | 3 | 3 | 2400 | 2400 | 1,029 | 514 | 0.429 | 0.214 | A | A | 0.390 | 0.195 | A | A |
| **DEVONSHIRE ST** | **Petit** | **Ruffner** | 3 | 3 | 2400 | 2400 | 813 | 390 | 0.339 | 0.163 | A | A | 0.308 | 0.148 | A | A |
| **DEVONSHIRE ST** | **Ruffner** | **Hayvenhurst** | 3 | 3 | 2400 | 2400 | 813 | 390 | 0.339 | 0.163 | A | A | 0.308 | 0.148 | A | A |
| **DEVONSHIRE ST** | **Hayvenhurst** | **Gothic** | 2 | 2 | 1600 | 1600 | 1,501 | 964 | 0.938 | 0.603 | E | B | 0.853 | 0.548 | D | A |
| **DEVONSHIRE ST** | **Gothic** | **Woodley** | 2 | 2 | 1600 | 1600 | 1,099 | 674 | 0.687 | 0.421 | B | A | 0.624 | 0.383 | B | A |
| **DEVONSHIRE ST** | **Woodley** | **Montgomery** | 2 | 2 | 1600 | 1600 | 1,349 | 962 | 0.843 | 0.601 | D | B | 0.766 | 0.547 | C | A |

Note: Bold street name shows street as east/west

| Segment | From | To | Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service Without ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| **DEVONSHIRE ST** | **Montgomery** | **Densmore** | 2 | 2 | 1600 | 1600 | 1,437 | 1,061 | 0.898 | 0.663 | D | B | 0.816 | 0.603 | D | B |
| **DEVONSHIRE ST** | **Densmore** | **Haskell** | 2 | 2 | 1600 | 1600 | 1,437 | 1,061 | 0.898 | 0.663 | D | B | 0.816 | 0.603 | D | B |
| **DEVONSHIRE ST** | **Haskell** | **Aqueduct** | 2 | 2 | 1600 | 1600 | 1,819 | 1,259 | 1.137 | 0.787 | F | C | 1.034 | 0.715 | F | C |
| **DEVONSHIRE ST** | **Aqueduct** | **Blucher** | 2 | 2 | 1600 | 1600 | 1,819 | 1,259 | 1.137 | 0.787 | F | C | 1.034 | 0.715 | F | C |
| **DEVONSHIRE ST** | **Blucher** | **405 Fwy** | 3 | 3 | 2400 | 2400 | 1,819 | 1,250 | 0.758 | 0.521 | C | A | 0.689 | 0.473 | B | A |
| **MAYALL ST** | **Balboa** | **end** | 1 | 1 | 600 | 600 | 377 | 323 | 0.628 | 0.538 | B | A | 0.571 | 0.489 | A | A |
| **MAYALL ST** | **Ruffner** | **Odessa** | 1 | 1 | 600 | 600 | 34 | 37 | 0.057 | 0.062 | A | A | 0.052 | 0.056 | A | A |
| **MAYALL ST** | **Gothic** | **Haskell** | 1 | 1 | 600 | 600 | 216 | 224 | 0.360 | 0.373 | A | A | 0.327 | 0.339 | A | A |
| **LASSEN ST** | **Balboa** | **Whitaker** | 2 | 2 | 1400 | 1400 | 1,464 | 1,121 | 1.046 | 0.801 | F | D | 0.951 | 0.728 | E | C |
| **LASSEN ST** | **Whitaker** | **Petit** | 2 | 2 | 1400 | 1400 | 1,464 | 1,121 | 1.046 | 0.801 | F | D | 0.951 | 0.728 | E | C |
| **LASSEN ST** | **Petit** | **Ruffner** | 2 | 2 | 1400 | 1400 | 1,464 | 1,121 | 1.046 | 0.801 | F | D | 0.951 | 0.728 | E | C |
| **LASSEN ST** | **Ruffner** | **Hayvenhurst** | 2 | 2 | 1400 | 1400 | 1,464 | 1,121 | 1.046 | 0.801 | F | D | 0.951 | 0.728 | E | C |
| **LASSEN ST** | **Hayvenhurst** | **Monogram** | 2 | 2 | 1400 | 1400 | 1,494 | 1,338 | 1.067 | 0.956 | F | E | 0.970 | 0.869 | E | D |
| **LASSEN ST** | **Monogram** | **Gothic** | 2 | 2 | 1400 | 1400 | 1,494 | 1,338 | 1.067 | 0.956 | F | E | 0.970 | 0.869 | E | D |
| **LASSEN ST** | **Gothic** | **Woodley** | 2 | 2 | 1400 | 1400 | 1,121 | 1,174 | 0.801 | 0.839 | D | D | 0.728 | 0.762 | C | C |
| **LASSEN ST** | **Woodley** | **Montgomery** | 2 | 2 | 1400 | 1400 | 1,323 | 1,329 | 0.945 | 0.949 | E | E | 0.859 | 0.863 | D | D |
| **LASSEN ST** | **Montgomery** | **Gloria** | 2 | 2 | 1400 | 1400 | 1,323 | 1,329 | 0.945 | 0.949 | E | E | 0.859 | 0.863 | D | D |
| **LASSEN ST** | **Gloria** | **Haskell** | 2 | 2 | 1400 | 1400 | 1,323 | 1,329 | 0.945 | 0.949 | E | E | 0.859 | 0.863 | D | D |
| **LASSEN ST** | **Haskell** | **Aqueduct** | 2 | 2 | 1400 | 1400 | 1,294 | 1,216 | 0.924 | 0.869 | E | D | 0.840 | 0.790 | D | C |
| **LASSEN ST** | **Aqueduct** | **405 Fwy** | 2 | 2 | 1400 | 1400 | 1,294 | 1,216 | 0.924 | 0.869 | E | D | 0.840 | 0.790 | D | C |

| | | | | | Weighted V/C |
|---|---|---|---|---|---|
| **Total Links** | 362 | 362 | **724** | | |
| **Links at E or F (with ATSAC)** | 84 | 30 | **114** | **16%** | 0.948 |

| Segment | From | To | Peak Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service Without ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| LINDLEY AVE | San Fern. Mission | Ludlow | 1 | 1 | 600 | 600 | 27 | 43 | 0.045 | 0.072 | A | A | 0.041 | 0.065 | A | A |
| LINDLEY AVE | Ludlow | Horace | 1 | 1 | 600 | 600 | 27 | 43 | 0.045 | 0.072 | A | A | 0.041 | 0.065 | A | A |
| LINDLEY AVE | Horace | Tulsa Pl | 1 | 1 | 600 | 600 | 27 | 43 | 0.045 | 0.072 | A | A | 0.041 | 0.065 | A | A |
| LINDLEY AVE | Tulsa Pl | Kingsbury | 1 | 1 | 600 | 600 | 27 | 39 | 0.045 | 0.065 | A | A | 0.041 | 0.059 | A | A |
| LINDLEY AVE | Kingsbury | Hiawatha | 1 | 1 | 600 | 600 | 43 | 34 | 0.072 | 0.057 | A | A | 0.065 | 0.052 | A | A |
| LINDLEY AVE | Hiawatha | Devonshire | 1 | 1 | 600 | 600 | 43 | 34 | 0.072 | 0.057 | A | A | 0.065 | 0.052 | A | A |
| ZELZAH AVE | End | Ridgeway | 1 | 1 | 600 | 600 | 40 | 33 | 0.067 | 0.055 | A | A | 0.061 | 0.050 | A | A |
| ZELZAH AVE | Ridgeway | Newcastle | 1 | 1 | 600 | 600 | 33 | 47 | 0.055 | 0.078 | A | A | 0.050 | 0.071 | A | A |
| ZELZAH AVE | Newcastle | Lerdo | 1 | 1 | 600 | 600 | 33 | 47 | 0.055 | 0.078 | A | A | 0.050 | 0.071 | A | A |
| ZELZAH AVE | Lerdo | Rinaldi | 1 | 1 | 600 | 600 | 33 | 47 | 0.055 | 0.078 | A | A | 0.050 | 0.071 | A | A |
| ZELZAH AVE | Rinaldi | SR-118 | 1 | 1 | 600 | 600 | 633 | 140 | 1.055 | 0.233 | F | A | 0.959 | 0.212 | E | A |
| ZELZAH AVE | SR-118 | Simonds | 1 | 1 | 600 | 600 | 101 | 624 | 0.168 | 1.040 | A | F | 0.153 | 0.945 | A | E |
| ZELZAH AVE | Simonds | Index | 1 | 1 | 600 | 600 | 826 | 541 | 1.377 | 0.902 | F | E | 1.252 | 0.820 | F | D |
| ZELZAH AVE | Index | Donmetz | 1 | 1 | 600 | 600 | 826 | 541 | 1.377 | 0.902 | F | E | 1.252 | 0.820 | F | D |
| ZELZAH AVE | Donmetz | Lahey | 1 | 1 | 600 | 600 | 826 | 541 | 1.377 | 0.902 | F | E | 1.252 | 0.820 | F | D |
| ZELZAH AVE | Lahey | San Fern. Mission | 1 | 1 | 600 | 600 | 826 | 541 | 1.377 | 0.902 | F | E | 1.252 | 0.820 | F | D |
| ZELZAH AVE | San Fern. Mission | Horace | 1 | 1 | 600 | 600 | 701 | 734 | 1.168 | 1.223 | F | F | 1.062 | 1.112 | F | F |
| ZELZAH AVE | Horace | Tulsa St | 1 | 1 | 600 | 600 | 701 | 734 | 1.168 | 1.223 | F | F | 1.062 | 1.112 | F | F |
| ZELZAH AVE | Tulsa St | Tribune St | 1 | 1 | 600 | 600 | 871 | 750 | 1.452 | 1.250 | F | F | 1.320 | 1.136 | F | F |
| ZELZAH AVE | Tribune St | Los Alimos | 1 | 1 | 600 | 600 | 903 | 770 | 1.505 | 1.283 | F | F | 1.368 | 1.167 | F | F |
| ZELZAH AVE | Los Alimos | Chatsworth | 1 | 1 | 600 | 600 | 903 | 770 | 1.505 | 1.283 | F | F | 1.368 | 1.167 | F | F |
| ZELZAH AVE | Chatsworth | Kingsbury | 2 | 2 | 1400 | 1400 | 907 | 646 | 0.648 | 0.461 | B | A | 0.589 | 0.419 | A | A |
| ZELZAH AVE | Kingsbury | San Jose | 2 | 2 | 1400 | 1400 | 907 | 646 | 0.648 | 0.461 | B | A | 0.589 | 0.419 | A | A |
| ZELZAH AVE | San Jose | Hiawatha | 2 | 2 | 1400 | 1400 | 1,098 | 784 | 0.784 | 0.560 | C | A | 0.713 | 0.509 | C | A |
| ZELZAH AVE | Hiawatha | Devonshire | 2 | 2 | 1400 | 1400 | 1,098 | 784 | 0.784 | 0.560 | C | A | 0.713 | 0.509 | C | A |
| WHITE OAK AVE | Rinaldi | San Fern. Mission | 2 | 2 | 1200 | 1200 | 109 | 32 | 0.091 | 0.027 | A | A | 0.083 | 0.024 | A | A |
| WHITE OAK AVE | San Fern. Mission | Los Alimos | 1 | 1 | 600 | 600 | 824 | 764 | 1.373 | 1.273 | F | F | 1.248 | 1.158 | F | F |
| WHITE OAK AVE | Los Alimos | Chatsworth | 1 | 1 | 600 | 600 | 774 | 793 | 1.290 | 1.322 | F | F | 1.173 | 1.202 | F | F |
| WHITE OAK AVE | Chatsworth | Kingsbury | 1 | 1 | 600 | 600 | 341 | 271 | 0.568 | 0.452 | A | A | 0.517 | 0.411 | A | A |
| WHITE OAK AVE | Kingsbury | San Jose | 1 | 1 | 600 | 600 | 341 | 271 | 0.568 | 0.452 | A | A | 0.517 | 0.411 | A | A |
| WHITE OAK AVE | San Jose | Devonshire | 2 | 2 | 1200 | 1200 | 206 | 109 | 0.172 | 0.091 | A | A | 0.156 | 0.083 | A | A |
| MAYERLING ST | Rexbon | Lerdo | 1 | 1 | 600 | 600 | 29 | 26 | 0.048 | 0.043 | A | A | 0.044 | 0.039 | A | A |
| MAYERLING ST | Lerdo | Wood Ranch | 1 | 1 | 600 | 600 | 29 | 26 | 0.048 | 0.043 | A | A | 0.044 | 0.039 | A | A |
| MAYERLING ST | Wood Ranch | Jellico | 1 | 1 | 600 | 600 | 20 | 11 | 0.033 | 0.018 | A | A | 0.030 | 0.017 | A | A |
| MAYERLING ST | Jellico | Shoshone | 1 | 1 | 600 | 600 | 20 | 11 | 0.033 | 0.018 | A | A | 0.030 | 0.017 | A | A |
| DARYL AVE | Trosa | Bradford | 1 | 1 | 600 | 600 | 24 | 12 | 0.040 | 0.020 | A | A | 0.036 | 0.018 | A | A |
| MEADOWLARK AVE | Sesnon | Westbury | 1 | 1 | 600 | 600 | 206 | 42 | 0.343 | 0.070 | A | A | 0.312 | 0.064 | A | A |
| NUGENT DR | Westbury | Angelaine | 1 | 1 | 600 | 600 | 269 | 40 | 0.448 | 0.067 | A | A | 0.408 | 0.061 | A | A |
| NUGENT DR | Angelaine | Bradford | 1 | 1 | 600 | 600 | 269 | 40 | 0.448 | 0.067 | A | A | 0.408 | 0.061 | A | A |
| NUGENT DR | Bradford | Shoshone | 1 | 1 | 600 | 600 | 363 | 99 | 0.605 | 0.165 | B | A | 0.550 | 0.150 | A | A |
| SHOSHONE AVE | Nugent | Highwater | 1 | 1 | 600 | 600 | 329 | 71 | 0.548 | 0.118 | A | A | 0.498 | 0.108 | A | A |
| SHOSHONE AVE | Highwater | Mayerling | 1 | 1 | 600 | 600 | 673 | 320 | 1.122 | 0.533 | F | A | 1.020 | 0.485 | F | A |
| SHOSHONE AVE | Mayerling | Flanders | 1 | 1 | 600 | 600 | 644 | 304 | 1.073 | 0.507 | F | A | 0.976 | 0.461 | E | A |
| SHOSHONE AVE | Flanders | Rinaldi | 1 | 1 | 600 | 600 | 644 | 304 | 1.073 | 0.507 | F | A | 0.976 | 0.461 | E | A |
| TROSA ST | Jolette | Neon Way | 1 | 1 | 600 | 600 | 43 | 45 | 0.072 | 0.075 | A | A | 0.065 | 0.068 | A | A |
| JOLETTE AVE | Garris | Nanette | 1 | 1 | 600 | 600 | 67 | 33 | 0.112 | 0.055 | A | A | 0.102 | 0.050 | A | A |
| JOLETTE AVE | Nanette | Dorina | 1 | 1 | 600 | 600 | 97 | 41 | 0.162 | 0.068 | A | A | 0.147 | 0.062 | A | A |
| JOLETTE AVE | Dorina | Darla | 1 | 1 | 600 | 600 | 97 | 41 | 0.162 | 0.068 | A | A | 0.147 | 0.062 | A | A |
| JOLETTE AVE | Darla | Westbury | 1 | 1 | 600 | 600 | 97 | 41 | 0.162 | 0.068 | A | A | 0.147 | 0.062 | A | A |
| JOLETTE AVE | Westbury | Paulette | 1 | 1 | 600 | 600 | 71 | 70 | 0.118 | 0.117 | A | A | 0.108 | 0.106 | A | A |
| JOLETTE AVE | Paulette | Jeanine | 1 | 1 | 600 | 600 | 189 | 123 | 0.315 | 0.205 | A | A | 0.286 | 0.186 | A | A |
| JOLETTE AVE | Jeanine | Rosnick | 1 | 1 | 600 | 600 | 189 | 123 | 0.315 | 0.205 | A | A | 0.286 | 0.186 | A | A |
| JOLETTE AVE | Rosnick | Balboa | 1 | 1 | 600 | 600 | 184 | 123 | 0.307 | 0.205 | A | A | 0.279 | 0.186 | A | A |
| BRADFORD PL | Cascade Canyon | Nugent | 1 | 1 | 600 | 600 | 32 | 50 | 0.053 | 0.083 | A | A | 0.048 | 0.076 | A | A |
| BRADFORD PL | Nugent | Tilford | 1 | 1 | 600 | 600 | 46 | 69 | 0.077 | 0.115 | A | A | 0.070 | 0.105 | A | A |
| BRADFORD PL | Tilford | Firma | 1 | 1 | 600 | 600 | 46 | 69 | 0.077 | 0.115 | A | A | 0.070 | 0.105 | A | A |
| BRADFORD PL | Firma | Sunderland | 1 | 1 | 600 | 600 | 46 | 69 | 0.077 | 0.115 | A | A | 0.070 | 0.105 | A | A |
| BRADFORD PL | Sunderland | Bambi | 1 | 1 | 600 | 600 | 113 | 3 | 0.188 | 0.005 | A | A | 0.171 | 0.005 | A | A |
| BRADFORD PL | Bambi | Jeanette | 1 | 1 | 600 | 600 | 113 | 3 | 0.188 | 0.005 | A | A | 0.171 | 0.005 | A | A |
| BRADFORD PL | Jeanette | Dresden | 1 | 1 | 600 | 600 | 113 | 3 | 0.188 | 0.005 | A | A | 0.171 | 0.005 | A | A |

| Segment | From | To | Peak Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service Without ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| BRADFORD PL | Dresden | Mindora | 1 | 1 | 600 | 600 | 113 | 3 | 0.188 | 0.005 | A | A | 0.171 | 0.005 | A | A |
| BRADFORD PL | Mindora | Signature | 1 | 1 | 600 | 600 | 113 | 3 | 0.188 | 0.005 | A | A | 0.171 | 0.005 | A | A |
| EL ORO WAY | Rosnick | Ceredo | 1 | 1 | 600 | 600 | 5 | 40 | 0.008 | 0.067 | A | A | 0.008 | 0.061 | A | A |
| EL ORO WAY | Ceredo | Mandarin | 1 | 1 | 600 | 600 | 5 | 40 | 0.008 | 0.067 | A | A | 0.008 | 0.061 | A | A |
| EL ORO WAY | Mandarin | Signature | 1 | 1 | 600 | 600 | 5 | 38 | 0.008 | 0.063 | A | A | 0.008 | 0.058 | A | A |
| EL ORO WAY | Signature | Paso Robles | 1 | 1 | 600 | 600 | 113 | 15 | 0.188 | 0.025 | A | A | 0.171 | 0.023 | A | A |
| EL ORO WAY | Paso Robles | Midwood | 1 | 1 | 600 | 600 | 113 | 15 | 0.188 | 0.025 | A | A | 0.171 | 0.023 | A | A |
| EL ORO WAY | Midwood | Paso Robles | 1 | 1 | 600 | 600 | 113 | 15 | 0.188 | 0.025 | A | A | 0.171 | 0.023 | A | A |
| PASO ROBLES AVE | Midwood | Barneston | 1 | 1 | 600 | 600 | 113 | 15 | 0.188 | 0.025 | A | A | 0.171 | 0.023 | A | A |
| PASO ROBLES AVE | Barneston | Galesberg | 1 | 1 | 600 | 600 | 54 | 26 | 0.090 | 0.043 | A | A | 0.082 | 0.039 | A | A |
| PASO ROBLES AVE | Galesberg | Lorillard | 1 | 1 | 600 | 600 | 54 | 26 | 0.090 | 0.043 | A | A | 0.082 | 0.039 | A | A |
| PASO ROBLES AVE | Lorillard | Gunther | 1 | 1 | 600 | 600 | 54 | 26 | 0.090 | 0.043 | A | A | 0.082 | 0.039 | A | A |
| PASO ROBLES AVE | Gunther | Halsey | 1 | 1 | 600 | 600 | 54 | 26 | 0.090 | 0.043 | A | A | 0.082 | 0.039 | A | A |
| ENCINO AVE | Rinaldi | Kalisher | 1 | 1 | 600 | 600 | 462 | 297 | 0.770 | 0.495 | C | A | 0.700 | 0.450 | C | A |
| ENCINO AVE | Kalisher | Index | 1 | 1 | 600 | 600 | 462 | 297 | 0.770 | 0.495 | C | A | 0.700 | 0.450 | C | A |
| ENCINO AVE | Index | Donmetz | 1 | 1 | 600 | 600 | 62 | 37 | 0.103 | 0.062 | A | A | 0.094 | 0.056 | A | A |
| ENCINO AVE | Donmetz | Lahey | 1 | 1 | 600 | 600 | 16 | 28 | 0.027 | 0.047 | A | A | 0.024 | 0.042 | A | A |
| ENCINO AVE | Lahey | San Fern. Mission | 1 | 1 | 600 | 600 | 16 | 28 | 0.027 | 0.047 | A | A | 0.024 | 0.042 | A | A |
| ENCINO AVE | San Fern. Mission | Ludlow | 1 | 1 | 600 | 600 | 18 | 16 | 0.030 | 0.027 | A | A | 0.027 | 0.024 | A | A |
| ENCINO AVE | Ludlow | Horace | 1 | 1 | 600 | 600 | 18 | 16 | 0.030 | 0.027 | A | A | 0.027 | 0.024 | A | A |
| ENCINO AVE | Horace | Tulsa | 1 | 1 | 600 | 600 | 18 | 16 | 0.030 | 0.027 | A | A | 0.027 | 0.024 | A | A |
| ENCINO AVE | Tulsa | Tribune | 1 | 1 | 600 | 600 | 51 | 42 | 0.085 | 0.070 | A | A | 0.077 | 0.064 | A | A |
| ENCINO AVE | Tribune | Los Alimos | 1 | 1 | 600 | 600 | 51 | 42 | 0.085 | 0.070 | A | A | 0.077 | 0.064 | A | A |
| ENCINO AVE | Los Alimos | Chatsworth | 1 | 1 | 600 | 600 | 96 | 43 | 0.160 | 0.072 | A | A | 0.145 | 0.065 | A | A |
| ENCINO AVE | Chatsworth | Kingsbury | 1 | 1 | 600 | 600 | 345 | 158 | 0.575 | 0.263 | A | A | 0.523 | 0.239 | A | A |
| ENCINO AVE | Kingsbury | San Jose | 1 | 1 | 600 | 600 | 34 | 16 | 0.057 | 0.027 | A | A | 0.052 | 0.024 | A | A |
| ENCINO AVE | San Jose | Hiawatha | 1 | 1 | 600 | 600 | 491 | 366 | 0.818 | 0.610 | D | B | 0.744 | 0.555 | C | A |
| ENCINO AVE | Hiawatha | Blackhawk | 1 | 1 | 600 | 600 | 491 | 366 | 0.818 | 0.610 | D | B | 0.744 | 0.555 | C | A |
| ENCINO AVE | Blackhawk | Devonshire | 1 | 1 | 600 | 600 | 491 | 366 | 0.818 | 0.610 | D | B | 0.744 | 0.555 | C | A |
| LOUISE AVE | Nugent | Andasol | 1 | 1 | 600 | 600 | 34 | 28 | 0.057 | 0.047 | A | A | 0.052 | 0.042 | A | A |
| LOUISE AVE | Andasol | Signature | 1 | 1 | 600 | 600 | 87 | 15 | 0.145 | 0.025 | A | A | 0.132 | 0.023 | A | A |
| LOUISE AVE | Signature | Barneston Ct | 1 | 1 | 600 | 600 | 234 | 57 | 0.390 | 0.095 | A | A | 0.355 | 0.086 | A | A |
| LOUISE AVE | Barneston Ct | Mayerling | 1 | 1 | 600 | 600 | 92 | 4 | 0.153 | 0.007 | A | A | 0.139 | 0.006 | A | A |
| LOUISE AVE | Mayerling | Bircher | 1 | 1 | 600 | 600 | 301 | 55 | 0.502 | 0.092 | A | A | 0.456 | 0.083 | A | A |
| LOUISE AVE | Bircher | Flanders | 1 | 1 | 600 | 600 | 301 | 55 | 0.502 | 0.092 | A | A | 0.456 | 0.083 | A | A |
| LOUISE AVE | Flanders | Rinaldi | 1 | 1 | 600 | 600 | 301 | 55 | 0.502 | 0.092 | A | A | 0.456 | 0.083 | A | A |
| LOUISE AVE | Rinaldi | Index | 2 | 1 | 1400 | 700 | 158 | 19 | 0.113 | 0.027 | A | A | 0.103 | 0.025 | A | A |
| LOUISE AVE | Index | Lahey | 2 | 1 | 1400 | 700 | 358 | 109 | 0.256 | 0.156 | A | A | 0.232 | 0.142 | A | A |
| LOUISE AVE | Lahey | San Fern. Mission | 2 | 1 | 1400 | 700 | 442 | 183 | 0.316 | 0.261 | A | A | 0.287 | 0.238 | A | A |
| LOUISE AVE | San Fern. Mission | Los Alimos | 1 | 1 | 700 | 700 | 573 | 166 | 0.819 | 0.237 | D | A | 0.744 | 0.216 | C | A |
| LOUISE AVE | Los Alimos | Chatsworth | 1 | 1 | 700 | 700 | 430 | 163 | 0.614 | 0.233 | B | A | 0.558 | 0.212 | A | A |
| LOUISE AVE | Chatsworth | Kingsbury | 2 | 2 | 1400 | 1400 | 391 | 215 | 0.279 | 0.154 | A | A | 0.254 | 0.140 | A | A |
| LOUISE AVE | Kingsbury | Germain | 2 | 2 | 1400 | 1400 | 391 | 215 | 0.279 | 0.154 | A | A | 0.254 | 0.140 | A | A |
| LOUISE AVE | Germain | San Jose | 2 | 2 | 1400 | 1400 | 391 | 215 | 0.279 | 0.154 | A | A | 0.254 | 0.140 | A | A |
| LOUISE AVE | San Jose | Hiawatha | 2 | 2 | 1400 | 1400 | 268 | 56 | 0.191 | 0.040 | A | A | 0.174 | 0.036 | A | A |
| LOUISE AVE | Hiawatha | Devonshire | 2 | 2 | 1400 | 1400 | 268 | 56 | 0.191 | 0.040 | A | A | 0.174 | 0.036 | A | A |
| AMESTOY AVE | Index | Donmetz | 2 | 1 | 1400 | 700 | 358 | 109 | 0.256 | 0.156 | A | A | 0.232 | 0.142 | A | A |
| AMESTOY AVE | Donmetz | Lahey | 2 | 1 | 1400 | 700 | 442 | 183 | 0.316 | 0.261 | A | A | 0.287 | 0.238 | A | A |
| AMESTOY AVE | Lahey | Devonshire | 1 | 1 | 700 | 700 | 573 | 166 | 0.819 | 0.237 | D | A | 0.744 | 0.216 | C | A |
| BALBOA RD | San Fernando | Balboa Blvd | 2 | 2 | 1400 | 1400 | 1,848 | 2,075 | 1.320 | 1.482 | F | F | 1.200 | 1.347 | F | F |
| BALBOA BLVD | Foothill | Balboa Rd | 3 | 2 | 2400 | 1600 | 1,733 | 518 | 0.722 | 0.324 | C | A | 0.656 | 0.294 | B | A |
| BALBOA BLVD | Balboa Rd | Timber Ridge | 2 | 2 | 1600 | 1600 | 3,122 | 2,133 | 1.951 | 1.333 | F | F | 1.774 | 1.212 | F | F |
| BALBOA BLVD | Timber Ridge | Sesnon | 2 | 2 | 1600 | 1600 | 3,122 | 2,133 | 1.951 | 1.333 | F | F | 1.774 | 1.212 | F | F |
| BALBOA BLVD | Sesnon | Orozco | 2 | 2 | 1600 | 1600 | 2,822 | 2,114 | 1.764 | 1.321 | F | F | 1.603 | 1.201 | F | F |
| BALBOA BLVD | Orozco | Tennyson | 2 | 2 | 1600 | 1600 | 2,822 | 2,114 | 1.764 | 1.321 | F | F | 1.603 | 1.201 | F | F |
| BALBOA BLVD | Tennyson | Woodley | 2 | 2 | 1600 | 1600 | 2,773 | 1,956 | 1.733 | 1.223 | F | F | 1.576 | 1.111 | F | F |
| BALBOA BLVD | Woodley | Colven | 3 | 2 | 2400 | 1600 | 3,144 | 2,206 | 1.310 | 1.379 | F | F | 1.191 | 1.253 | F | F |
| BALBOA BLVD | Colven | Pineridge | 3 | 2 | 2400 | 1600 | 3,108 | 2,137 | 1.295 | 1.336 | F | F | 1.177 | 1.214 | F | F |
| BALBOA BLVD | Pineridge | Knollwood | 3 | 2 | 2400 | 1600 | 3,290 | 2,244 | 1.371 | 1.403 | F | F | 1.246 | 1.275 | F | F |
| BALBOA BLVD | Knollwood | Midwood | 3 | 2 | 2400 | 1600 | 3,373 | 2,296 | 1.405 | 1.435 | F | F | 1.278 | 1.305 | F | F |

| Segment | From | To | Peak Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service Without ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| BALBOA BLVD | Midwood | Lorillard | 3 | 2 | 2400 | 1600 | 3,475 | 2,358 | 1.448 | 1.474 | F | F | 1.316 | 1.340 | F | F |
| BALBOA BLVD | Lorillard | Halsey | 3 | 2 | 2400 | 1600 | 3,447 | 2,331 | 1.436 | 1.457 | F | F | 1.306 | 1.324 | F | F |
| BALBOA BLVD | Halsey | Rinaldi | 3 | 2 | 2400 | 1600 | 3,500 | 2,331 | 1.458 | 1.457 | F | F | 1.326 | 1.324 | F | F |
| BALBOA BLVD | Rinaldi | Index | 3 | 2 | 2400 | 1600 | 3,540 | 2,632 | 1.475 | 1.645 | F | F | 1.341 | 1.495 | F | F |
| BALBOA BLVD | Index | San Fern. Mission | 3 | 2 | 2400 | 1600 | 2,443 | 1,564 | 1.018 | 0.978 | F | E | 0.925 | 0.889 | E | D |
| BALBOA BLVD | San Fern. Mission | Tulsa | 3 | 2 | 2400 | 1600 | 2,400 | 1,457 | 1.000 | 0.911 | F | E | 0.909 | 0.828 | E | D |
| BALBOA BLVD | Tulsa | Los Alimos | 3 | 2 | 2400 | 1600 | 2,317 | 1,276 | 0.965 | 0.798 | E | C | 0.878 | 0.725 | D | C |
| BALBOA BLVD | Los Alimos | Chatsworth | 3 | 2 | 2400 | 1600 | 2,317 | 1,276 | 0.965 | 0.798 | E | C | 0.878 | 0.725 | D | C |
| BALBOA BLVD | Chatsworth | Kingsbury | 3 | 2 | 2400 | 1600 | 2,666 | 1,373 | 1.111 | 0.858 | F | D | 1.010 | 0.780 | F | C |
| BALBOA BLVD | Kingsbury | Germain | 3 | 2 | 2400 | 1600 | 2,666 | 1,373 | 1.111 | 0.858 | F | D | 1.010 | 0.780 | F | C |
| BALBOA BLVD | Germain | San Jose | 3 | 2 | 2400 | 1600 | 2,666 | 1,373 | 1.111 | 0.858 | F | D | 1.010 | 0.780 | F | C |
| BALBOA BLVD | San Jose | Blackhawk | 3 | 2 | 2400 | 1600 | 2,401 | 1,052 | 1.000 | 0.658 | F | B | 0.909 | 0.598 | E | A |
| BALBOA BLVD | Blackhawk | Devonshire | 3 | 2 | 2400 | 1600 | 2,401 | 1,052 | 1.000 | 0.658 | F | B | 0.909 | 0.598 | E | A |
| PETIT AVE | Tulsa | Tribune | 1 | 1 | 600 | 600 | 42 | 50 | 0.070 | 0.083 | A | A | 0.064 | 0.076 | A | A |
| PETIT AVE | Tribune | Los Alimos | 1 | 1 | 600 | 600 | 42 | 50 | 0.070 | 0.083 | A | A | 0.064 | 0.076 | A | A |
| PETIT AVE | Los Alimos | Chatsworth | 1 | 1 | 600 | 600 | 42 | 50 | 0.070 | 0.083 | A | A | 0.064 | 0.076 | A | A |
| PETIT AVE | Chatsworth | Kingsbury | 1 | 1 | 600 | 600 | 5 | 37 | 0.008 | 0.062 | A | A | 0.008 | 0.056 | A | A |
| PETIT AVE | Kingsbury | Germain | 1 | 1 | 600 | 600 | 5 | 37 | 0.008 | 0.062 | A | A | 0.008 | 0.056 | A | A |
| PETIT AVE | Germain | San Jose | 1 | 1 | 600 | 600 | 5 | 37 | 0.008 | 0.062 | A | A | 0.008 | 0.056 | A | A |
| PETIT AVE | San Jose | Minnehaha | 1 | 1 | 600 | 600 | 48 | 27 | 0.080 | 0.045 | A | A | 0.073 | 0.041 | A | A |
| PETIT AVE | Minnehaha | Blackhawk | 1 | 1 | 600 | 600 | 48 | 27 | 0.080 | 0.045 | A | A | 0.073 | 0.041 | A | A |
| PETIT AVE | Blackhawk | Devonshire | 1 | 1 | 600 | 600 | 207 | 95 | 0.345 | 0.158 | A | A | 0.314 | 0.144 | A | A |
| PETIT AVE | Devonshire | Romar | 1 | 1 | 600 | 600 | 50 | 46 | 0.083 | 0.077 | A | A | 0.076 | 0.070 | A | A |
| KNOLLWOOD DR | Pineridge | Sarazen | 1 | 1 | 600 | 600 | 27 | 49 | 0.045 | 0.082 | A | A | 0.041 | 0.074 | A | A |
| KNOLLWOOD DR | Sarazen | Demaret | 1 | 1 | 600 | 600 | 27 | 49 | 0.045 | 0.082 | A | A | 0.041 | 0.074 | A | A |
| KNOLLWOOD DR | Demaret | Susan | 1 | 1 | 600 | 600 | 27 | 49 | 0.045 | 0.082 | A | A | 0.041 | 0.074 | A | A |
| KNOLLWOOD DR | Susan | Balboa | 1 | 1 | 600 | 600 | 129 | 93 | 0.215 | 0.155 | A | A | 0.195 | 0.141 | A | A |
| GERALD AVE | Shamhart | Midwood | 1 | 1 | 600 | 600 | 3 | 46 | 0.005 | 0.077 | A | A | 0.005 | 0.070 | A | A |
| GERALD AVE | Midwood | Barneston | 1 | 1 | 600 | 600 | 3 | 46 | 0.005 | 0.077 | A | A | 0.005 | 0.070 | A | A |
| GERALD AVE | Barneston | Armstead | 1 | 1 | 600 | 600 | 3 | 46 | 0.005 | 0.077 | A | A | 0.005 | 0.070 | A | A |
| HAYVENHURST | Rinaldi | Simonds | 2 | 2 | 1400 | 1400 | 333 | 231 | 0.238 | 0.165 | A | A | 0.216 | 0.150 | A | A |
| HAYVENHURST | Simonds | Index | 2 | 2 | 1400 | 1400 | 150 | 700 | 0.107 | 0.500 | A | A | 0.097 | 0.455 | A | A |
| HAYVENHURST | Index | San Fern. Mission | 2 | 2 | 1400 | 1400 | 1,017 | 411 | 0.726 | 0.294 | C | A | 0.660 | 0.267 | B | A |
| HAYVENHURST | San Fern. Mission | Horace | 2 | 2 | 1400 | 1400 | 1,531 | 734 | 1.094 | 0.524 | F | A | 0.994 | 0.477 | E | A |
| HAYVENHURST | Horace | Tulsa | 2 | 2 | 1400 | 1400 | 1,407 | 616 | 1.005 | 0.440 | F | A | 0.914 | 0.400 | E | A |
| HAYVENHURST | Tulsa | Chatsworth | 2 | 2 | 1400 | 1400 | 1,407 | 609 | 1.005 | 0.435 | F | A | 0.914 | 0.395 | E | A |
| HAYVENHURST | Chatsworth | San Jose | 2 | 2 | 1400 | 1400 | 790 | 278 | 0.564 | 0.199 | A | A | 0.513 | 0.181 | A | A |
| HAYVENHURST | San Jose | Blackhawk | 2 | 2 | 1400 | 1400 | 852 | 424 | 0.609 | 0.303 | B | A | 0.553 | 0.275 | A | A |
| HAYVENHURST | Blackhawk | Devonshire | 2 | 2 | 1400 | 1400 | 1,048 | 470 | 0.749 | 0.336 | C | A | 0.681 | 0.305 | B | A |
| HAYVENHURST | Devonshire | Mayall | 2 | 2 | 1400 | 1400 | 870 | 205 | 0.621 | 0.146 | B | A | 0.565 | 0.133 | A | A |
| HAYVENHURST | Mayall | Vintage | 2 | 2 | 1400 | 1400 | 870 | 205 | 0.621 | 0.146 | B | A | 0.565 | 0.133 | A | A |
| HAYVENHURST | Vintage | Lassen | 2 | 2 | 1400 | 1400 | 891 | 266 | 0.636 | 0.190 | B | A | 0.579 | 0.173 | A | A |
| GOTHIC AVE | Woodley | Rinaldi | 1 | 1 | 600 | 600 | 126 | 91 | 0.210 | 0.152 | A | A | 0.191 | 0.138 | A | A |
| GOTHIC AVE | Rinaldi | Index | 1 | 1 | 600 | 600 | 12 | 4 | 0.020 | 0.007 | A | A | 0.018 | 0.006 | A | A |
| GOTHIC AVE | Index | Donmetz | 1 | 1 | 600 | 600 | 12 | 4 | 0.020 | 0.007 | A | A | 0.018 | 0.006 | A | A |
| GOTHIC AVE | Donmetz | Chatsworth | 1 | 1 | 600 | 600 | 41 | 28 | 0.068 | 0.047 | A | A | 0.062 | 0.042 | A | A |
| GOTHIC AVE | Chatsworth | Lassen | 1 | 1 | 600 | 600 | 592 | 525 | 0.987 | 0.875 | E | D | 0.897 | 0.795 | D | C |
| WOODLEY AVE | Balboa | McLennan | 1 | 1 | 600 | 600 | 28 | 36 | 0.047 | 0.060 | A | A | 0.042 | 0.055 | A | A |
| WOODLEY AVE | McLennan | Nanette | 1 | 1 | 600 | 600 | 28 | 36 | 0.047 | 0.060 | A | A | 0.042 | 0.055 | A | A |
| WOODLEY AVE | Nanette | Knollwood | 1 | 1 | 600 | 600 | 28 | 41 | 0.047 | 0.068 | A | A | 0.042 | 0.062 | A | A |
| WOODLEY AVE | Knollwood | Pineridge | 1 | 1 | 600 | 600 | 28 | 41 | 0.047 | 0.068 | A | A | 0.042 | 0.062 | A | A |
| WOODLEY AVE | Pineridge | Gerald | 1 | 1 | 600 | 600 | 27 | 36 | 0.045 | 0.060 | A | A | 0.041 | 0.055 | A | A |
| WOODLEY AVE | Gerald | Gothic | 1 | 1 | 600 | 600 | 27 | 36 | 0.045 | 0.060 | A | A | 0.041 | 0.055 | A | A |
| WOODLEY AVE | Gothic | Collett | 1 | 1 | 600 | 600 | 26 | 40 | 0.043 | 0.067 | A | A | 0.039 | 0.061 | A | A |
| WOODLEY AVE | Collett | Rinaldi | 1 | 1 | 600 | 600 | 26 | 47 | 0.043 | 0.078 | A | A | 0.039 | 0.071 | A | A |
| WOODLEY AVE | Rinaldi | Simonds | 2 | 2 | 1600 | 1600 | 885 | 444 | 0.553 | 0.278 | A | A | 0.503 | 0.252 | A | A |
| WOODLEY AVE | Simonds | Index | 2 | 2 | 1600 | 1600 | 848 | 437 | 0.530 | 0.273 | A | A | 0.482 | 0.248 | A | A |
| WOODLEY AVE | Index | San Fern. Mission | 2 | 2 | 1600 | 1600 | 1,145 | 435 | 0.716 | 0.272 | C | A | 0.651 | 0.247 | B | A |
| WOODLEY AVE | San Fern. Mission | Horace | 2 | 2 | 1600 | 1600 | 588 | 354 | 0.368 | 0.221 | A | A | 0.334 | 0.201 | A | A |
| WOODLEY AVE | Horace | Tulsa | 2 | 2 | 1600 | 1600 | 637 | 370 | 0.398 | 0.231 | A | A | 0.362 | 0.210 | A | A |

| Segment | From | To | Peak Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service Without ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| WOODLEY AVE | Tulsa | Chatsworth | 2 | 2 | 1600 | 1600 | 1,108 | 477 | 0.693 | 0.298 | B | A | 0.630 | 0.271 | B | A |
| WOODLEY AVE | Chatsworth | San Jose | 2 | 2 | 1600 | 1600 | 1,725 | 1,062 | 1.078 | 0.664 | F | B | 0.980 | 0.603 | E | B |
| WOODLEY AVE | San Jose | Devonshire | 2 | 2 | 1600 | 1600 | 1,435 | 725 | 0.897 | 0.453 | D | A | 0.815 | 0.412 | D | A |
| WOODLEY AVE | Devonshire | Mayall | 2 | 2 | 1600 | 1600 | 1,335 | 661 | 0.834 | 0.413 | D | A | 0.759 | 0.376 | C | A |
| WOODLEY AVE | Mayall | Lassen | 2 | 2 | 1600 | 1600 | 1,342 | 595 | 0.839 | 0.372 | D | A | 0.763 | 0.338 | C | A |
| GAYNOR AVE | Rinaldi | Chatsworth | 1 | 1 | 600 | 600 | 71 | 108 | 0.118 | 0.180 | A | A | 0.108 | 0.164 | A | A |
| GAYNOR AVE | Chatsworth | Kingsbury | 1 | 1 | 600 | 600 | 45 | 50 | 0.075 | 0.083 | A | A | 0.068 | 0.076 | A | A |
| MONTGOMERY AVE | Kingsbury | San Jose | 1 | 1 | 600 | 600 | 45 | 50 | 0.075 | 0.083 | A | A | 0.068 | 0.076 | A | A |
| MONTGOMERY AVE | San Jose | Blackhawk | 1 | 1 | 600 | 600 | 45 | 57 | 0.075 | 0.095 | A | A | 0.068 | 0.086 | A | A |
| MONTGOMERY AVE | Blackhawk | Devonshire | 1 | 1 | 600 | 600 | 91 | 69 | 0.152 | 0.115 | A | A | 0.138 | 0.105 | A | A |
| MONTGOMERY AVE | Devonshire | Tuba | 1 | 1 | 600 | 600 | 4 | 3 | 0.007 | 0.005 | A | A | 0.006 | 0.005 | A | A |
| MONTGOMERY AVE | Tuba | Lemarsh | 1 | 1 | 600 | 600 | 4 | 3 | 0.007 | 0.005 | A | A | 0.006 | 0.005 | A | A |
| MONTGOMERY AVE | Lemarsh | Mayall | 1 | 1 | 600 | 600 | 42 | 33 | 0.070 | 0.055 | A | A | 0.064 | 0.050 | A | A |
| MONTGOMERY AVE | Mayall | Septo | 1 | 1 | 600 | 600 | 41 | 25 | 0.068 | 0.042 | A | A | 0.062 | 0.038 | A | A |
| MONTGOMERY AVE | Septo | Lassen | 1 | 1 | 600 | 600 | 41 | 25 | 0.068 | 0.042 | A | A | 0.062 | 0.038 | A | A |
| HASKELL AVE | Rinaldi | Index | 2 | 2 | 1400 | 1400 | 435 | 168 | 0.311 | 0.120 | A | A | 0.282 | 0.109 | A | A |
| HASKELL AVE | Index | Lahey | 2 | 2 | 1400 | 1400 | 197 | 144 | 0.141 | 0.103 | A | A | 0.128 | 0.094 | A | A |
| HASKELL AVE | Lahey | San Fern. Mission | 2 | 2 | 1400 | 1400 | 197 | 144 | 0.141 | 0.103 | A | A | 0.128 | 0.094 | A | A |
| HASKELL AVE | San Fern. Mission | Tulsa | 2 | 2 | 1400 | 1400 | 257 | 240 | 0.184 | 0.171 | A | A | 0.167 | 0.156 | A | A |
| HASKELL AVE | Tulsa | Bermuda | 2 | 2 | 1400 | 1400 | 305 | 245 | 0.218 | 0.175 | A | A | 0.198 | 0.159 | A | A |
| HASKELL AVE | Bermuda | Los Alimos | 2 | 2 | 1400 | 1400 | 305 | 245 | 0.218 | 0.175 | A | A | 0.198 | 0.159 | A | A |
| HASKELL AVE | Los Alimos | Chatsworth | 2 | 2 | 1400 | 1400 | 305 | 245 | 0.218 | 0.175 | A | A | 0.198 | 0.159 | A | A |
| HASKELL AVE | Chatsworth | Kingsbury | 2 | 2 | 1400 | 1400 | 646 | 272 | 0.461 | 0.194 | A | A | 0.419 | 0.177 | A | A |
| HASKELL AVE | Kingsbury | San Jose | 2 | 2 | 1400 | 1400 | 646 | 272 | 0.461 | 0.194 | A | A | 0.419 | 0.177 | A | A |
| HASKELL AVE | San Jose | Devonshire | 2 | 2 | 1400 | 1400 | 399 | 255 | 0.285 | 0.182 | A | A | 0.259 | 0.166 | A | A |
| HASKELL AVE | Devonshire | Tuba | 2 | 2 | 1400 | 1400 | 610 | 213 | 0.436 | 0.152 | A | A | 0.396 | 0.138 | A | A |
| HASKELL AVE | Tuba | Lemarsh | 2 | 2 | 1400 | 1400 | 610 | 213 | 0.436 | 0.152 | A | A | 0.396 | 0.138 | A | A |
| HASKELL AVE | Lemarsh | Mayall | 2 | 2 | 1400 | 1400 | 571 | 150 | 0.408 | 0.107 | A | A | 0.371 | 0.097 | A | A |
| HASKELL AVE | Mayall | Stare | 1 | 1 | 600 | 600 | 41 | 25 | 0.068 | 0.042 | A | A | 0.062 | 0.038 | A | A |
| HASKELL AVE | Stare | Septo | 1 | 1 | 600 | 600 | 41 | 25 | 0.068 | 0.042 | A | A | 0.062 | 0.038 | A | A |
| HASKELL AVE | Septo | Lassen | 1 | 1 | 600 | 600 | 41 | 25 | 0.068 | 0.042 | A | A | 0.062 | 0.038 | A | A |
| SAN FERNANDO RD | Sierra Hwy | Ranch Rd | 2 | 2 | 1600 | 1600 | 3,867 | 1,324 | 2.417 | 0.828 | F | D | 2.197 | 0.752 | F | C |
| SAN FERNANDO RD | Ranch Rd | Balboa | 2 | 2 | 1600 | 1600 | 2,112 | 3,862 | 1.320 | 2.414 | F | F | 1.200 | 2.194 | F | F |
| SAN FERNANDO RD | Balboa | Sepulveda | 2 | 2 | 1600 | 1600 | 666 | 2,643 | 0.416 | 1.652 | A | F | 0.378 | 1.502 | A | F |
| SEPULVEDA BLVD (north link) | San Fernando | Roxford | 2 | 2 | 1600 | 1600 | 1,489 | 358 | 0.931 | 0.224 | E | A | 0.846 | 0.203 | D | A |
| SEPULVEDA BLVD (south link) | San Fernando | Roxford | 1 | 1 | 800 | 800 | 1,550 | 387 | 1.938 | 0.484 | F | A | 1.761 | 0.440 | F | A |
| SESNON BLVD | Cascade Canyon | Marcus | 2 | 2 | 1600 | 1600 | 53 | 89 | 0.033 | 0.056 | A | A | 0.030 | 0.051 | A | A |
| SESNON BLVD | Marcus | Neon | 2 | 2 | 1600 | 1600 | 53 | 89 | 0.033 | 0.056 | A | A | 0.030 | 0.051 | A | A |
| SESNON BLVD | Neon | Jolette | 2 | 2 | 1600 | 1600 | 53 | 89 | 0.033 | 0.056 | A | A | 0.030 | 0.051 | A | A |
| SESNON BLVD | Jolette | Bronte | 2 | 2 | 1600 | 1600 | 20 | 21 | 0.013 | 0.013 | A | A | 0.011 | 0.012 | A | A |
| SESNON BLVD | Bronte | Tuscan | 2 | 2 | 1600 | 1600 | 20 | 21 | 0.013 | 0.013 | A | A | 0.011 | 0.012 | A | A |
| SESNON BLVD | Tuscan | Meadowlark | 2 | 2 | 1600 | 1600 | 20 | 21 | 0.013 | 0.013 | A | A | 0.011 | 0.012 | A | A |
| SESNON BLVD | Meadowlark | Orozco | 1 | 1 | 800 | 800 | 229 | 21 | 0.286 | 0.026 | A | A | 0.260 | 0.024 | A | A |
| SESNON BLVD | Orozco | Constable | 1 | 1 | 800 | 800 | 300 | 19 | 0.375 | 0.024 | A | A | 0.341 | 0.022 | A | A |
| SESNON BLVD | Constable | Balboa | 1 | 1 | 800 | 800 | 300 | 19 | 0.375 | 0.024 | A | A | 0.341 | 0.022 | A | A |
| LISETTE ST | Jolette | Jimeno | 1 | 1 | 600 | 600 | 73 | 42 | 0.122 | 0.070 | A | A | 0.111 | 0.064 | A | A |
| LISETTE ST | Jimeno | Balboa | 1 | 1 | 600 | 600 | 250 | 399 | 0.417 | 0.665 | A | B | 0.379 | 0.605 | A | B |
| WESTBURY DR | Daryl | Henzie | 1 | 1 | 600 | 600 | 38 | 38 | 0.063 | 0.063 | A | A | 0.058 | 0.058 | A | A |
| WESTBURY DR | Henzie | Byron | 1 | 1 | 600 | 600 | 38 | 38 | 0.063 | 0.063 | A | A | 0.058 | 0.058 | A | A |
| WESTBURY DR | Byron | Lithuania | 1 | 1 | 600 | 600 | 63 | 40 | 0.105 | 0.067 | A | A | 0.095 | 0.061 | A | A |
| WESTBURY DR | Lithuania | El Oro | 1 | 1 | 600 | 600 | 63 | 40 | 0.105 | 0.067 | A | A | 0.095 | 0.061 | A | A |
| WESTBURY DR | El Oro | Balboa | 1 | 1 | 600 | 600 | 37 | 68 | 0.062 | 0.113 | A | A | 0.056 | 0.103 | A | A |
| ROSNICK PL | El Oro | McLennan | 1 | 1 | 600 | 600 | 5 | 38 | 0.008 | 0.063 | A | A | 0.008 | 0.058 | A | A |
| PINERIDGE DR | McLennan | Kenny | 1 | 1 | 600 | 600 | 50 | 35 | 0.083 | 0.058 | A | A | 0.076 | 0.053 | A | A |
| PINERIDGE DR | Kenny | Catenia | 1 | 1 | 600 | 600 | 49 | 49 | 0.082 | 0.082 | A | A | 0.074 | 0.074 | A | A |
| PINERIDGE DR | Catenia | Knollwood | 1 | 1 | 600 | 600 | 49 | 49 | 0.082 | 0.082 | A | A | 0.074 | 0.074 | A | A |
| PINERIDGE DR | Knollwood | Woodley | 1 | 1 | 600 | 600 | 36 | 38 | 0.060 | 0.063 | A | A | 0.055 | 0.058 | A | A |
| SIGNATURE DR | Louise | El Oro | 1 | 1 | 600 | 600 | 15 | 108 | 0.025 | 0.180 | A | A | 0.023 | 0.164 | A | A |
| REXBON RD | Zelzah | Mayerling | 1 | 1 | 600 | 600 | 45 | 43 | 0.075 | 0.072 | A | A | 0.068 | 0.065 | A | A |
| MIDWOOD DR | El Oro | Balboa | 1 | 1 | 600 | 600 | 65 | 63 | 0.108 | 0.105 | A | A | 0.098 | 0.095 | A | A |

| Segment | From | To | Peak Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service Without ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| SHAMHART DR | Knollwood | Woodley | 1 | 1 | 600 | 600 | 93 | 129 | 0.155 | 0.215 | A | A | 0.141 | 0.195 | A | A |
| MAYERLING ST | Shoshone | Babbitt | 1 | 1 | 600 | 600 | 38 | 25 | 0.063 | 0.042 | A | A | 0.058 | 0.038 | A | A |
| BARNESTON ST | Louise | Paso Robles | 1 | 1 | 600 | 600 | 49 | 3 | 0.082 | 0.005 | A | A | 0.074 | 0.005 | A | A |
| ARMSTEAD ST | Gerald | Gothic | 1 | 1 | 600 | 600 | 40 | 29 | 0.067 | 0.048 | A | A | 0.061 | 0.044 | A | A |
| ARMSTEAD ST | Gothic | Woodley | 1 | 1 | 600 | 600 | 35 | 40 | 0.058 | 0.067 | A | A | 0.053 | 0.061 | A | A |
| RINALDI ST | Chimineas | Zelzah | 2 | 2 | 1600 | 1600 | 1,762 | 1,436 | 1.101 | 0.898 | F | D | 1.001 | 0.816 | F | D |
| RINALDI ST | Zelzah | Yarmouth | 2 | 2 | 1600 | 1600 | 1,856 | 1,038 | 1.160 | 0.649 | F | B | 1.055 | 0.590 | F | A |
| RINALDI ST | Yarmouth | Rancho Del Valle | 2 | 2 | 1600 | 1600 | 1,739 | 1,046 | 1.087 | 0.654 | F | B | 0.988 | 0.594 | E | A |
| RINALDI ST | Rancho Del Valle | Ridge Way | 2 | 2 | 1600 | 1600 | 1,758 | 1,026 | 1.099 | 0.641 | F | B | 0.999 | 0.583 | E | A |
| RINALDI ST | Ridge Way | Shoshone | 2 | 2 | 1600 | 1600 | 1,758 | 1,026 | 1.099 | 0.641 | F | B | 0.999 | 0.583 | E | A |
| RINALDI ST | Shoshone | Andasol | 2 | 2 | 1600 | 1600 | 1,365 | 973 | 0.853 | 0.608 | D | B | 0.776 | 0.553 | C | A |
| RINALDI ST | Andasol | Louise | 2 | 2 | 1600 | 1600 | 1,068 | 511 | 0.668 | 0.319 | B | A | 0.607 | 0.290 | B | A |
| RINALDI ST | Louise | Babbitt | 2 | 2 | 1600 | 1600 | 920 | 470 | 0.575 | 0.294 | A | A | 0.523 | 0.267 | A | A |
| RINALDI ST | Babbitt | Amestoy | 2 | 2 | 1600 | 1600 | 920 | 470 | 0.575 | 0.294 | A | A | 0.523 | 0.267 | A | A |
| RINALDI ST | Amestoy | Balboa | 2 | 2 | 1600 | 1600 | 924 | 562 | 0.578 | 0.351 | A | A | 0.525 | 0.319 | A | A |
| RINALDI ST | Balboa | Ruffner | 2 | 2 | 1600 | 1600 | 1,228 | 1,125 | 0.768 | 0.703 | C | C | 0.698 | 0.639 | B | B |
| RINALDI ST | Ruffner | Hayvenhurst | 2 | 2 | 1600 | 1600 | 1,337 | 1,095 | 0.836 | 0.684 | D | B | 0.760 | 0.622 | C | B |
| RINALDI ST | Hayvenhurst | Odessa | 2 | 2 | 1600 | 1600 | 1,263 | 919 | 0.789 | 0.574 | C | A | 0.718 | 0.522 | C | A |
| RINALDI ST | Odessa | Swinton | 2 | 2 | 1600 | 1600 | 1,295 | 977 | 0.809 | 0.611 | D | B | 0.736 | 0.555 | C | A |
| RINALDI ST | Swinton | Woodley | 2 | 2 | 1600 | 1600 | 1,237 | 1,015 | 0.773 | 0.634 | C | B | 0.703 | 0.577 | C | A |
| RINALDI ST | Woodley | Gaynor | 2 | 2 | 1600 | 1600 | 1,958 | 1,322 | 1.224 | 0.826 | F | D | 1.113 | 0.751 | F | C |
| RINALDI ST | Gaynor | Haskell | 2 | 2 | 1600 | 1600 | 1,961 | 1,328 | 1.226 | 0.830 | F | D | 1.114 | 0.755 | F | C |
| RINALDI ST | Haskell | Blucher | 2 | 2 | 1600 | 1600 | 2,396 | 1,495 | 1.498 | 0.934 | F | E | 1.361 | 0.849 | F | D |
| RINALDI ST | Blucher | 405 Fwy | 2 | 2 | 1600 | 1600 | 2,420 | 1,559 | 1.513 | 0.974 | F | E | 1.375 | 0.886 | F | D |
| INDEX ST | Yarmouth | Aldea | 1 | 1 | 600 | 600 | 377 | 480 | 0.628 | 0.800 | B | D | 0.571 | 0.727 | A | C |
| INDEX ST | Aldea | Amestoy | 1 | 1 | 600 | 600 | 389 | 397 | 0.648 | 0.662 | B | B | 0.589 | 0.602 | A | B |
| INDEX ST | Amestoy | Balboa | 1 | 1 | 600 | 600 | 389 | 397 | 0.648 | 0.662 | B | B | 0.589 | 0.602 | A | B |
| INDEX ST | Balboa | McLennan | 1 | 1 | 600 | 600 | 353 | 169 | 0.588 | 0.282 | A | A | 0.535 | 0.256 | A | A |
| INDEX ST | McLennan | Ruffner | 1 | 1 | 600 | 600 | 328 | 120 | 0.547 | 0.200 | A | A | 0.497 | 0.182 | A | A |
| INDEX ST | Ruffner | Danube | 1 | 1 | 600 | 600 | 289 | 254 | 0.482 | 0.423 | A | A | 0.438 | 0.385 | A | A |
| SAN FERNANDO MISSION | Chimineas | Lindley | 2 | 2 | 1400 | 1400 | 904 | 452 | 0.646 | 0.323 | B | A | 0.587 | 0.294 | A | A |
| SAN FERNANDO MISSION | Lindley | Zelzah | 1 | 1 | 700 | 700 | 861 | 425 | 1.230 | 0.607 | F | B | 1.118 | 0.552 | F | A |
| SAN FERNANDO MISSION | Zelzah | Yarmouth | 1 | 1 | 700 | 700 | 615 | 498 | 0.879 | 0.711 | D | C | 0.799 | 0.647 | C | B |
| SAN FERNANDO MISSION | Yarmouth | Shoshone | 1 | 1 | 700 | 700 | 797 | 622 | 1.139 | 0.889 | F | D | 1.035 | 0.808 | F | D |
| SAN FERNANDO MISSION | Shoshone | Encino | 1 | 1 | 700 | 700 | 752 | 611 | 1.074 | 0.873 | F | D | 0.977 | 0.794 | E | C |
| SAN FERNANDO MISSION | Encino | Andasol | 1 | 1 | 700 | 700 | 763 | 609 | 1.090 | 0.870 | F | D | 0.991 | 0.791 | E | C |
| SAN FERNANDO MISSION | Andasol | Louise | 1 | 1 | 700 | 700 | 763 | 609 | 1.090 | 0.870 | F | D | 0.991 | 0.791 | E | C |
| SAN FERNANDO MISSION | Louise | Amestoy | 2 | 2 | 1400 | 1400 | 1,034 | 733 | 0.739 | 0.524 | C | A | 0.671 | 0.476 | B | A |
| SAN FERNANDO MISSION | Amestoy | Paso Robles | 2 | 2 | 1400 | 1400 | 1,214 | 859 | 0.867 | 0.614 | D | B | 0.788 | 0.558 | C | A |
| SAN FERNANDO MISSION | Paso Robles | Balboa | 2 | 2 | 1400 | 1400 | 1,214 | 859 | 0.867 | 0.614 | D | B | 0.788 | 0.558 | C | A |
| SAN FERNANDO MISSION | Balboa | Petit | 2 | 2 | 1400 | 1400 | 1,032 | 613 | 0.737 | 0.438 | C | A | 0.670 | 0.398 | B | A |
| SAN FERNANDO MISSION | Petit | Ruffner | 2 | 2 | 1400 | 1400 | 1,032 | 613 | 0.737 | 0.438 | C | A | 0.670 | 0.398 | B | A |
| SAN FERNANDO MISSION | Ruffner | Gerald | 2 | 2 | 1400 | 1400 | 965 | 601 | 0.689 | 0.429 | B | A | 0.627 | 0.390 | B | A |
| SAN FERNANDO MISSION | Gerald | Hayvenhurst | 2 | 2 | 1400 | 1400 | 965 | 601 | 0.689 | 0.429 | B | A | 0.627 | 0.390 | B | A |
| SAN FERNANDO MISSION | Hayvenhurst | Monogram | 2 | 2 | 1400 | 1400 | 1,269 | 715 | 0.906 | 0.511 | E | A | 0.824 | 0.464 | D | A |
| SAN FERNANDO MISSION | Monogram | Gothic | 2 | 2 | 1400 | 1400 | 1,269 | 715 | 0.906 | 0.511 | E | A | 0.824 | 0.464 | D | A |
| SAN FERNANDO MISSION | Gothic | Haskell | 2 | 2 | 1400 | 1400 | 1,256 | 710 | 0.897 | 0.507 | D | A | 0.816 | 0.461 | D | A |
| SAN FERNANDO MISSION | Haskell | Danube | 2 | 2 | 1400 | 1400 | 721 | 771 | 0.515 | 0.551 | A | A | 0.468 | 0.501 | A | A |
| SAN FERNANDO MISSION | Danube | Blucher | 2 | 2 | 1400 | 1400 | 721 | 771 | 0.515 | 0.551 | A | A | 0.468 | 0.501 | A | A |
| SAN FERNANDO MISSION | Blucher | 405 Fwy | 2 | 2 | 1400 | 1400 | 721 | 771 | 0.515 | 0.551 | A | A | 0.468 | 0.501 | A | A |
| TULSA ST | Lindley | Louise | 1 | 1 | 600 | 600 | 574 | 454 | 0.957 | 0.757 | E | C | 0.870 | 0.688 | D | B |
| TULSA ST | Louise | Paso Robles | 1 | 1 | 600 | 600 | 331 | 386 | 0.552 | 0.643 | A | B | 0.502 | 0.585 | A | A |
| TULSA ST | Paso Robles | Balboa | 1 | 1 | 600 | 600 | 352 | 422 | 0.587 | 0.703 | A | C | 0.533 | 0.639 | A | B |
| TULSA ST | Balboa | Hayvenhurst | 1 | 1 | 600 | 600 | 174 | 149 | 0.290 | 0.248 | A | A | 0.264 | 0.226 | A | A |
| TULSA ST | Hayvenhurst | Monogram | 1 | 1 | 600 | 600 | 50 | 27 | 0.083 | 0.045 | A | A | 0.076 | 0.041 | A | A |
| TULSA ST | Monogram | Gothic | 1 | 1 | 600 | 600 | 50 | 27 | 0.083 | 0.045 | A | A | 0.076 | 0.041 | A | A |
| JONFIN ST | Gothic | end | 1 | 1 | 600 | 600 | 29 | 25 | 0.048 | 0.042 | A | A | 0.044 | 0.038 | A | A |
| CHATSWORTH ST | Etiwanda | Lindley | 2 | 2 | 1400 | 1400 | 1,701 | 1,820 | 1.215 | 1.300 | F | F | 1.105 | 1.182 | F | F |
| CHATSWORTH ST | Lindley | Zelzah | 2 | 2 | 1400 | 1400 | 1,694 | 1,835 | 1.210 | 1.311 | F | F | 1.100 | 1.192 | F | F |
| CHATSWORTH ST | Zelzah | Yarmouth | 1 | 1 | 700 | 700 | 749 | 761 | 1.070 | 1.087 | F | F | 0.973 | 0.988 | E | E |

| Segment | From | To | Peak Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service Without ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| CHATSWORTH ST | Yarmouth | White Oak | 1 | 1 | 700 | 700 | 749 | 761 | 1.070 | 1.087 | F | F | 0.973 | 0.988 | E | E |
| CHATSWORTH ST | White Oak | Shoshone | 1 | 1 | 700 | 700 | 298 | 225 | 0.426 | 0.321 | A | A | 0.387 | 0.292 | A | A |
| CHATSWORTH ST | Shoshone | Encino | 1 | 1 | 700 | 700 | 298 | 225 | 0.426 | 0.321 | A | A | 0.387 | 0.292 | A | A |
| CHATSWORTH ST | Encino | Andasol | 1 | 1 | 700 | 700 | 545 | 338 | 0.779 | 0.483 | C | A | 0.708 | 0.439 | C | A |
| CHATSWORTH ST | Andasol | Louise | 1 | 1 | 700 | 700 | 545 | 338 | 0.779 | 0.483 | C | A | 0.708 | 0.439 | C | A |
| CHATSWORTH ST | Louise | Aldea | 1 | 1 | 700 | 700 | 635 | 519 | 0.907 | 0.741 | E | C | 0.825 | 0.674 | D | B |
| CHATSWORTH ST | Aldea | Genesta | 1 | 1 | 700 | 700 | 763 | 541 | 1.090 | 0.773 | F | C | 0.991 | 0.703 | E | C |
| CHATSWORTH ST | Genesta | Balboa | 2 | 2 | 1400 | 1400 | 718 | 623 | 0.513 | 0.445 | A | A | 0.466 | 0.405 | A | A |
| CHATSWORTH ST | Balboa | Petit | 2 | 2 | 1400 | 1400 | 1,178 | 831 | 0.841 | 0.594 | D | A | 0.765 | 0.540 | C | A |
| CHATSWORTH ST | Petit | Hayvenhurst | 2 | 2 | 1400 | 1400 | 1,178 | 826 | 0.841 | 0.590 | D | A | 0.765 | 0.536 | C | A |
| CHATSWORTH ST | Hayvenhurst | Debra | 2 | 2 | 1400 | 1400 | 791 | 725 | 0.565 | 0.518 | A | A | 0.514 | 0.471 | A | A |
| CHATSWORTH ST | Debra | Gothic | 2 | 2 | 1400 | 1400 | 791 | 725 | 0.565 | 0.518 | A | A | 0.514 | 0.471 | A | A |
| CHATSWORTH ST | Gothic | Swinton | 2 | 2 | 1400 | 1400 | 791 | 725 | 0.565 | 0.518 | A | A | 0.514 | 0.471 | A | A |
| CHATSWORTH ST | Swinton | Woodley | 2 | 2 | 1400 | 1400 | 791 | 725 | 0.565 | 0.518 | A | A | 0.514 | 0.471 | A | A |
| CHATSWORTH ST | Woodley | Gaviota | 2 | 2 | 1400 | 1400 | 731 | 632 | 0.522 | 0.451 | A | A | 0.475 | 0.410 | A | A |
| CHATSWORTH ST | Gaviota | Gaynor | 2 | 2 | 1400 | 1400 | 731 | 632 | 0.522 | 0.451 | A | A | 0.475 | 0.410 | A | A |
| CHATSWORTH ST | Gaynor | Haskell | 2 | 2 | 1400 | 1400 | 731 | 632 | 0.522 | 0.451 | A | A | 0.475 | 0.410 | A | A |
| CHATSWORTH ST | Haskell | Aqueduct | 2 | 2 | 1400 | 1400 | 1,106 | 690 | 0.790 | 0.493 | C | A | 0.718 | 0.448 | C | A |
| CHATSWORTH ST | Aqueduct | 405 Fwy | 2 | 2 | 1400 | 1400 | 1,106 | 690 | 0.790 | 0.493 | C | A | 0.718 | 0.448 | C | A |
| SAN JOSE ST | Zelzah | Yarmouth | 1 | 1 | 600 | 600 | 535 | 482 | 0.892 | 0.803 | D | D | 0.811 | 0.730 | D | C |
| SAN JOSE ST | Yarmouth | Jellico | 1 | 1 | 600 | 600 | 789 | 709 | 1.315 | 1.182 | F | F | 1.195 | 1.074 | F | F |
| SAN JOSE ST | Jellico | Shoshone | 1 | 1 | 600 | 600 | 603 | 678 | 1.005 | 1.130 | F | F | 0.914 | 1.027 | E | F |
| SAN JOSE ST | Shoshone | Encino | 1 | 1 | 600 | 600 | 603 | 678 | 1.005 | 1.130 | F | F | 0.914 | 1.027 | E | F |
| SAN JOSE ST | Encino | Bianca | 1 | 1 | 600 | 600 | 592 | 561 | 0.987 | 0.935 | E | E | 0.897 | 0.850 | D | D |
| SAN JOSE ST | Bianca | Andasol | 1 | 1 | 600 | 600 | 592 | 561 | 0.987 | 0.935 | E | E | 0.897 | 0.850 | D | D |
| SAN JOSE ST | Andasol | Genesta | 1 | 1 | 600 | 600 | 626 | 558 | 1.043 | 0.930 | F | E | 0.948 | 0.845 | E | D |
| SAN JOSE ST | Genesta | Balboa | 1 | 1 | 600 | 600 | 463 | 402 | 0.772 | 0.670 | C | B | 0.702 | 0.609 | C | B |
| SAN JOSE ST | Balboa | Danube | 1 | 1 | 600 | 600 | 306 | 194 | 0.510 | 0.323 | A | A | 0.464 | 0.294 | A | A |
| DEVONSHIRE ST | Etiwanda | Zelzah | 3 | 2 | 2400 | 1600 | 1,637 | 1,310 | 0.682 | 0.819 | B | D | 0.620 | 0.744 | B | C |
| DEVONSHIRE ST | Lindley | Zelzah | 3 | 2 | 2400 | 1600 | 1,637 | 1,310 | 0.682 | 0.819 | B | D | 0.620 | 0.744 | B | C |
| DEVONSHIRE ST | Zelzah | White Oak | 2 | 2 | 1600 | 1600 | 1,129 | 567 | 0.706 | 0.354 | C | A | 0.641 | 0.322 | B | A |
| DEVONSHIRE ST | White Oak | Encino | 2 | 2 | 1600 | 1600 | 845 | 301 | 0.528 | 0.188 | A | A | 0.480 | 0.171 | A | A |
| DEVONSHIRE ST | Encino | Andasol | 2 | 2 | 1600 | 1600 | 1,025 | 633 | 0.641 | 0.396 | B | A | 0.582 | 0.360 | A | A |
| DEVONSHIRE ST | Andasol | Louise | 2 | 2 | 1600 | 1600 | 1,025 | 633 | 0.641 | 0.396 | B | A | 0.582 | 0.360 | A | A |
| DEVONSHIRE ST | Louise | Amestoy | 2 | 3 | 1600 | 2400 | 1,037 | 446 | 0.648 | 0.186 | B | A | 0.589 | 0.169 | A | A |
| DEVONSHIRE ST | Amestoy | Balboa | 2 | 3 | 1600 | 2400 | 1,323 | 701 | 0.827 | 0.292 | D | A | 0.752 | 0.266 | C | A |
| DEVONSHIRE ST | Balboa | Petit | 3 | 3 | 2400 | 2400 | 880 | 465 | 0.367 | 0.194 | A | A | 0.333 | 0.176 | A | A |
| DEVONSHIRE ST | Petit | Ruffner | 3 | 3 | 2400 | 2400 | 672 | 369 | 0.280 | 0.154 | A | A | 0.255 | 0.140 | A | A |
| DEVONSHIRE ST | Ruffner | Hayvenhurst | 3 | 3 | 2400 | 2400 | 672 | 369 | 0.280 | 0.154 | A | A | 0.255 | 0.140 | A | A |
| DEVONSHIRE ST | Hayvenhurst | Gothic | 2 | 2 | 1600 | 1600 | 1,440 | 1,050 | 0.900 | 0.656 | E | B | 0.818 | 0.597 | D | A |
| DEVONSHIRE ST | Gothic | Woodley | 2 | 2 | 1600 | 1600 | 963 | 710 | 0.602 | 0.444 | B | A | 0.547 | 0.403 | A | A |
| DEVONSHIRE ST | Woodley | Montgomery | 2 | 2 | 1600 | 1600 | 1,165 | 948 | 0.728 | 0.593 | C | A | 0.662 | 0.539 | B | A |
| DEVONSHIRE ST | Montgomery | Densmore | 2 | 2 | 1600 | 1600 | 1,230 | 1,036 | 0.769 | 0.648 | C | B | 0.699 | 0.589 | B | A |
| DEVONSHIRE ST | Densmore | Haskell | 2 | 2 | 1600 | 1600 | 1,230 | 1,036 | 0.769 | 0.648 | C | B | 0.699 | 0.589 | B | A |
| DEVONSHIRE ST | Haskell | Aqueduct | 2 | 2 | 1600 | 1600 | 1,636 | 1,232 | 1.023 | 0.770 | F | C | 0.930 | 0.700 | E | C |
| DEVONSHIRE ST | Aqueduct | Blucher | 2 | 2 | 1600 | 1600 | 1,636 | 1,232 | 1.023 | 0.770 | F | C | 0.930 | 0.700 | E | C |
| DEVONSHIRE ST | Blucher | 405 Fwy | 3 | 3 | 2400 | 2400 | 1,636 | 1,223 | 0.682 | 0.510 | B | A | 0.620 | 0.463 | B | A |
| MAYALL ST | Balboa | end | 1 | 1 | 600 | 600 | 425 | 390 | 0.708 | 0.650 | C | B | 0.644 | 0.591 | B | A |
| MAYALL ST | Ruffner | Odessa | 1 | 1 | 600 | 600 | 31 | 40 | 0.052 | 0.067 | A | A | 0.047 | 0.061 | A | A |
| MAYALL ST | Gothic | Haskell | 1 | 1 | 600 | 600 | 124 | 152 | 0.207 | 0.253 | A | A | 0.188 | 0.230 | A | A |
| LASSEN ST | Balboa | Whitaker | 2 | 2 | 1400 | 1400 | 1,404 | 1,162 | 1.003 | 0.830 | F | D | 0.912 | 0.755 | E | C |
| LASSEN ST | Whitaker | Petit | 2 | 2 | 1400 | 1400 | 1,404 | 1,162 | 1.003 | 0.830 | F | D | 0.912 | 0.755 | E | C |
| LASSEN ST | Petit | Ruffner | 2 | 2 | 1400 | 1400 | 1,404 | 1,162 | 1.003 | 0.830 | F | D | 0.912 | 0.755 | E | C |
| LASSEN ST | Ruffner | Hayvenhurst | 2 | 2 | 1400 | 1400 | 1,404 | 1,162 | 1.003 | 0.830 | F | D | 0.912 | 0.755 | E | C |
| LASSEN ST | Hayvenhurst | Monogram | 2 | 2 | 1400 | 1400 | 1,381 | 1,331 | 0.986 | 0.951 | E | E | 0.897 | 0.864 | D | D |
| LASSEN ST | Monogram | Gothic | 2 | 2 | 1400 | 1400 | 1,381 | 1,331 | 0.986 | 0.951 | E | E | 0.897 | 0.864 | D | D |
| LASSEN ST | Gothic | Woodley | 2 | 2 | 1400 | 1400 | 1,149 | 1,248 | 0.821 | 0.891 | D | D | 0.746 | 0.810 | C | D |
| LASSEN ST | Woodley | Montgomery | 2 | 2 | 1400 | 1400 | 1,337 | 1,396 | 0.955 | 0.997 | E | E | 0.868 | 0.906 | D | E |
| LASSEN ST | Montgomery | Gloria | 2 | 2 | 1400 | 1400 | 1,337 | 1,396 | 0.955 | 0.997 | E | E | 0.868 | 0.906 | D | E |
| LASSEN ST | Gloria | Haskell | 2 | 2 | 1400 | 1400 | 1,337 | 1,396 | 0.955 | 0.997 | E | E | 0.868 | 0.906 | D | E |

| Segment | From | To | Peak Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service Without ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| LASSEN ST | Haskell | Aqueduct | 2 | 2 | 1400 | 1400 | 1,226 | 1,220 | 0.876 | 0.871 | D | D | 0.796 | 0.792 | C | C |
| LASSEN ST | Aqueduct | 405 Fwy | 2 | 2 | 1400 | 1400 | 1,226 | 1,220 | 0.876 | 0.871 | D | D | 0.796 | 0.792 | C | C |

| | | | | | Weighted V/C |
|---|---|---|---|---|---|
| **Total Links** | 362 | 362 | **724** | | |
| **Links at E or F (with ATSAC)** | 72 | 34 | **106** | **15%** | 0.853 |

| Segment | From | To | Peak Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service Without ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| LINDLEY AVE | San Fern. Mission | Ludlow | 1 | 1 | 600 | 600 | 16 | 17 | 0.027 | 0.028 | A | A | 0.024 | 0.026 | A | A |
| LINDLEY AVE | Ludlow | Horace | 1 | 1 | 600 | 600 | 16 | 17 | 0.027 | 0.028 | A | A | 0.024 | 0.026 | A | A |
| LINDLEY AVE | Horace | Tulsa Pl | 1 | 1 | 600 | 600 | 16 | 17 | 0.027 | 0.028 | A | A | 0.024 | 0.026 | A | A |
| LINDLEY AVE | Tulsa Pl | Kingsbury | 1 | 1 | 600 | 600 | 29 | 27 | 0.048 | 0.045 | A | A | 0.044 | 0.041 | A | A |
| LINDLEY AVE | Kingsbury | Hiawatha | 1 | 1 | 600 | 600 | 33 | 36 | 0.055 | 0.060 | A | A | 0.050 | 0.055 | A | A |
| LINDLEY AVE | Hiawatha | Devonshire | 1 | 1 | 600 | 600 | 33 | 36 | 0.055 | 0.060 | A | A | 0.050 | 0.055 | A | A |
| ZELZAH AVE | End | Ridgeway | 1 | 1 | 600 | 600 | 33 | 43 | 0.055 | 0.072 | A | A | 0.050 | 0.065 | A | A |
| ZELZAH AVE | Ridgeway | Newcastle | 1 | 1 | 600 | 600 | 48 | 29 | 0.080 | 0.048 | A | A | 0.073 | 0.044 | A | A |
| ZELZAH AVE | Newcastle | Lerdo | 1 | 1 | 600 | 600 | 48 | 29 | 0.080 | 0.048 | A | A | 0.073 | 0.044 | A | A |
| ZELZAH AVE | Lerdo | Rinaldi | 1 | 1 | 600 | 600 | 48 | 29 | 0.080 | 0.048 | A | A | 0.073 | 0.044 | A | A |
| ZELZAH AVE | Rinaldi | SR-118 | 1 | 1 | 600 | 600 | 717 | 240 | 1.195 | 0.400 | F | A | 1.086 | 0.364 | F | A |
| ZELZAH AVE | SR-118 | Simonds | 1 | 1 | 600 | 600 | 54 | 717 | 0.090 | 1.195 | A | F | 0.082 | 1.086 | A | F |
| ZELZAH AVE | Simonds | Index | 1 | 1 | 600 | 600 | 811 | 560 | 1.352 | 0.933 | F | E | 1.229 | 0.848 | F | D |
| ZELZAH AVE | Index | Donmetz | 1 | 1 | 600 | 600 | 811 | 560 | 1.352 | 0.933 | F | E | 1.229 | 0.848 | F | D |
| ZELZAH AVE | Donmetz | Lahey | 1 | 1 | 600 | 600 | 811 | 560 | 1.352 | 0.933 | F | E | 1.229 | 0.848 | F | D |
| ZELZAH AVE | Lahey | San Fern. Mission | 1 | 1 | 600 | 600 | 811 | 560 | 1.352 | 0.933 | F | E | 1.229 | 0.848 | F | D |
| ZELZAH AVE | San Fern. Mission | Horace | 1 | 1 | 600 | 600 | 750 | 711 | 1.250 | 1.185 | F | F | 1.136 | 1.077 | F | F |
| ZELZAH AVE | Horace | Tulsa St | 1 | 1 | 600 | 600 | 750 | 711 | 1.250 | 1.185 | F | F | 1.136 | 1.077 | F | F |
| ZELZAH AVE | Tulsa St | Tribune St | 1 | 1 | 600 | 600 | 777 | 716 | 1.295 | 1.193 | F | F | 1.177 | 1.085 | F | F |
| ZELZAH AVE | Tribune St | Los Alimos | 1 | 1 | 600 | 600 | 850 | 752 | 1.417 | 1.253 | F | F | 1.288 | 1.139 | F | F |
| ZELZAH AVE | Los Alimos | Chatsworth | 1 | 1 | 600 | 600 | 850 | 752 | 1.417 | 1.253 | F | F | 1.288 | 1.139 | F | F |
| ZELZAH AVE | Chatsworth | Kingsbury | 2 | 2 | 1400 | 1400 | 866 | 565 | 0.619 | 0.404 | B | A | 0.562 | 0.367 | A | A |
| ZELZAH AVE | Kingsbury | San Jose | 2 | 2 | 1400 | 1400 | 866 | 565 | 0.619 | 0.404 | B | A | 0.562 | 0.367 | A | A |
| ZELZAH AVE | San Jose | Hiawatha | 2 | 2 | 1400 | 1400 | 1,142 | 759 | 0.816 | 0.542 | D | A | 0.742 | 0.493 | C | A |
| ZELZAH AVE | Hiawatha | Devonshire | 2 | 2 | 1400 | 1400 | 1,142 | 759 | 0.816 | 0.542 | D | A | 0.742 | 0.493 | C | A |
| WHITE OAK AVE | Rinaldi | San Fern. Mission | 2 | 2 | 1200 | 1200 | 72 | 34 | 0.060 | 0.028 | A | A | 0.055 | 0.026 | A | A |
| WHITE OAK AVE | San Fern. Mission | Los Alimos | 1 | 1 | 600 | 600 | 803 | 694 | 1.338 | 1.157 | F | F | 1.217 | 1.052 | F | F |
| WHITE OAK AVE | Los Alimos | Chatsworth | 1 | 1 | 600 | 600 | 753 | 748 | 1.255 | 1.247 | F | F | 1.141 | 1.133 | F | F |
| WHITE OAK AVE | Chatsworth | Kingsbury | 1 | 1 | 600 | 600 | 493 | 336 | 0.822 | 0.560 | D | A | 0.747 | 0.509 | C | A |
| WHITE OAK AVE | Kingsbury | San Jose | 1 | 1 | 600 | 600 | 493 | 336 | 0.822 | 0.560 | D | A | 0.747 | 0.509 | C | A |
| WHITE OAK AVE | San Jose | Devonshire | 2 | 2 | 1200 | 1200 | 265 | 109 | 0.221 | 0.091 | A | A | 0.201 | 0.083 | A | A |
| MAYERLING ST | Rexbon | Lerdo | 1 | 1 | 600 | 600 | 31 | 50 | 0.052 | 0.083 | A | A | 0.047 | 0.076 | A | A |
| MAYERLING ST | Lerdo | Wood Ranch | 1 | 1 | 600 | 600 | 31 | 50 | 0.052 | 0.083 | A | A | 0.047 | 0.076 | A | A |
| MAYERLING ST | Wood Ranch | Jellico | 1 | 1 | 600 | 600 | 16 | 8 | 0.027 | 0.013 | A | A | 0.024 | 0.012 | A | A |
| MAYERLING ST | Jellico | Shoshone | 1 | 1 | 600 | 600 | 16 | 8 | 0.027 | 0.013 | A | A | 0.024 | 0.012 | A | A |
| DARYL AVE | Trosa | Bradford | 1 | 1 | 600 | 600 | 17 | 9 | 0.028 | 0.015 | A | A | 0.026 | 0.014 | A | A |
| MEADOWLARK AVE | Sesnon | Westbury | 1 | 1 | 600 | 600 | 43 | 38 | 0.072 | 0.063 | A | A | 0.065 | 0.058 | A | A |
| NUGENT DR | Westbury | Angelaine | 1 | 1 | 600 | 600 | 3 | 49 | 0.005 | 0.082 | A | A | 0.005 | 0.074 | A | A |
| NUGENT DR | Angelaine | Bradford | 1 | 1 | 600 | 600 | 3 | 45 | 0.005 | 0.075 | A | A | 0.005 | 0.068 | A | A |
| NUGENT DR | Bradford | Shoshone | 1 | 1 | 600 | 600 | 45 | 20 | 0.075 | 0.033 | A | A | 0.068 | 0.030 | A | A |
| SHOSHONE AVE | Nugent | Highwater | 1 | 1 | 600 | 600 | 39 | 15 | 0.065 | 0.025 | A | A | 0.059 | 0.023 | A | A |
| SHOSHONE AVE | Highwater | Mayerling | 1 | 1 | 600 | 600 | 392 | 272 | 0.653 | 0.453 | B | A | 0.594 | 0.412 | A | A |
| SHOSHONE AVE | Mayerling | Flanders | 1 | 1 | 600 | 600 | 384 | 257 | 0.640 | 0.428 | B | A | 0.582 | 0.389 | A | A |
| SHOSHONE AVE | Flanders | Rinaldi | 1 | 1 | 600 | 600 | 384 | 257 | 0.640 | 0.428 | B | A | 0.582 | 0.389 | A | A |
| TROSA ST | Jolette | Neon Way | 1 | 1 | 600 | 600 | 25 | 37 | 0.042 | 0.062 | A | A | 0.038 | 0.056 | A | A |
| JOLETTE AVE | Garris | Nanette | 1 | 1 | 600 | 600 | 87 | 51 | 0.145 | 0.085 | A | A | 0.132 | 0.077 | A | A |
| JOLETTE AVE | Nanette | Dorina | 1 | 1 | 600 | 600 | 12 | 12 | 0.020 | 0.020 | A | A | 0.018 | 0.018 | A | A |
| JOLETTE AVE | Dorina | Darla | 1 | 1 | 600 | 600 | 12 | 12 | 0.020 | 0.020 | A | A | 0.018 | 0.018 | A | A |
| JOLETTE AVE | Darla | Westbury | 1 | 1 | 600 | 600 | 12 | 12 | 0.020 | 0.020 | A | A | 0.018 | 0.018 | A | A |
| JOLETTE AVE | Westbury | Paulette | 1 | 1 | 600 | 600 | 10 | 10 | 0.017 | 0.017 | A | A | 0.015 | 0.015 | A | A |
| JOLETTE AVE | Paulette | Jeanine | 1 | 1 | 600 | 600 | 360 | 180 | 0.600 | 0.300 | B | A | 0.545 | 0.273 | A | A |
| JOLETTE AVE | Jeanine | Rosnick | 1 | 1 | 600 | 600 | 360 | 180 | 0.600 | 0.300 | B | A | 0.545 | 0.273 | A | A |
| JOLETTE AVE | Rosnick | Balboa | 1 | 1 | 600 | 600 | 360 | 180 | 0.600 | 0.300 | B | A | 0.545 | 0.273 | A | A |
| BRADFORD PL | Cascade Canyon | Nugent | 1 | 1 | 600 | 600 | 38 | 46 | 0.063 | 0.077 | A | A | 0.058 | 0.070 | A | A |
| BRADFORD PL | Nugent | Tilford | 1 | 1 | 600 | 600 | 8 | 24 | 0.013 | 0.040 | A | A | 0.012 | 0.036 | A | A |
| BRADFORD PL | Tilford | Firma | 1 | 1 | 600 | 600 | 8 | 24 | 0.013 | 0.040 | A | A | 0.012 | 0.036 | A | A |
| BRADFORD PL | Firma | Sunderland | 1 | 1 | 600 | 600 | 8 | 24 | 0.013 | 0.040 | A | A | 0.012 | 0.036 | A | A |
| BRADFORD PL | Sunderland | Bambi | 1 | 1 | 600 | 600 | 30 | 35 | 0.050 | 0.058 | A | A | 0.045 | 0.053 | A | A |
| BRADFORD PL | Bambi | Jeanette | 1 | 1 | 600 | 600 | 30 | 35 | 0.050 | 0.058 | A | A | 0.045 | 0.053 | A | A |
| BRADFORD PL | Jeanette | Dresden | 1 | 1 | 600 | 600 | 30 | 35 | 0.050 | 0.058 | A | A | 0.045 | 0.053 | A | A |

| Segment | From | To | Peak Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service Without ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| BRADFORD PL | Dresden | Mindora | 1 | 1 | 600 | 600 | 30 | 35 | 0.050 | 0.058 | A | A | 0.045 | 0.053 | A | A |
| BRADFORD PL | Mindora | Signature | 1 | 1 | 600 | 600 | 30 | 35 | 0.050 | 0.058 | A | A | 0.045 | 0.053 | A | A |
| EL ORO WAY | Rosnick | Ceredo | 1 | 1 | 600 | 600 | 36 | 48 | 0.060 | 0.080 | A | A | 0.055 | 0.073 | A | A |
| EL ORO WAY | Ceredo | Mandarin | 1 | 1 | 600 | 600 | 36 | 48 | 0.060 | 0.080 | A | A | 0.055 | 0.073 | A | A |
| EL ORO WAY | Mandarin | Signature | 1 | 1 | 600 | 600 | 45 | 32 | 0.075 | 0.053 | A | A | 0.068 | 0.048 | A | A |
| EL ORO WAY | Signature | Paso Robles | 1 | 1 | 600 | 600 | 87 | 21 | 0.145 | 0.035 | A | A | 0.132 | 0.032 | A | A |
| EL ORO WAY | Paso Robles | Midwood | 1 | 1 | 600 | 600 | 87 | 21 | 0.145 | 0.035 | A | A | 0.132 | 0.032 | A | A |
| EL ORO WAY | Midwood | Paso Robles | 1 | 1 | 600 | 600 | 87 | 21 | 0.145 | 0.035 | A | A | 0.132 | 0.032 | A | A |
| PASO ROBLES AVE | Midwood | Barneston | 1 | 1 | 600 | 600 | 87 | 21 | 0.145 | 0.035 | A | A | 0.132 | 0.032 | A | A |
| PASO ROBLES AVE | Barneston | Galesberg | 1 | 1 | 600 | 600 | 32 | 28 | 0.053 | 0.047 | A | A | 0.048 | 0.042 | A | A |
| PASO ROBLES AVE | Galesberg | Lorillard | 1 | 1 | 600 | 600 | 32 | 28 | 0.053 | 0.047 | A | A | 0.048 | 0.042 | A | A |
| PASO ROBLES AVE | Lorillard | Gunther | 1 | 1 | 600 | 600 | 32 | 28 | 0.053 | 0.047 | A | A | 0.048 | 0.042 | A | A |
| PASO ROBLES AVE | Gunther | Halsey | 1 | 1 | 600 | 600 | 32 | 28 | 0.053 | 0.047 | A | A | 0.048 | 0.042 | A | A |
| ENCINO AVE | Rinaldi | Kalisher | 1 | 1 | 600 | 600 | 393 | 416 | 0.655 | 0.693 | B | B | 0.595 | 0.630 | A | B |
| ENCINO AVE | Kalisher | Index | 1 | 1 | 600 | 600 | 393 | 416 | 0.655 | 0.693 | B | B | 0.595 | 0.630 | A | B |
| ENCINO AVE | Index | Donmetz | 1 | 1 | 600 | 600 | 51 | 22 | 0.085 | 0.037 | A | A | 0.077 | 0.033 | A | A |
| ENCINO AVE | Donmetz | Lahey | 1 | 1 | 600 | 600 | 20 | 15 | 0.033 | 0.025 | A | A | 0.030 | 0.023 | A | A |
| ENCINO AVE | Lahey | San Fern. Mission | 1 | 1 | 600 | 600 | 20 | 15 | 0.033 | 0.025 | A | A | 0.030 | 0.023 | A | A |
| ENCINO AVE | San Fern. Mission | Ludlow | 1 | 1 | 600 | 600 | 14 | 13 | 0.023 | 0.022 | A | A | 0.021 | 0.020 | A | A |
| ENCINO AVE | Ludlow | Horace | 1 | 1 | 600 | 600 | 14 | 13 | 0.023 | 0.022 | A | A | 0.021 | 0.020 | A | A |
| ENCINO AVE | Horace | Tulsa | 1 | 1 | 600 | 600 | 14 | 13 | 0.023 | 0.022 | A | A | 0.021 | 0.020 | A | A |
| ENCINO AVE | Tulsa | Tribune | 1 | 1 | 600 | 600 | 31 | 41 | 0.052 | 0.068 | A | A | 0.047 | 0.062 | A | A |
| ENCINO AVE | Tribune | Los Alimos | 1 | 1 | 600 | 600 | 31 | 41 | 0.052 | 0.068 | A | A | 0.047 | 0.062 | A | A |
| ENCINO AVE | Los Alimos | Chatsworth | 1 | 1 | 600 | 600 | 77 | 42 | 0.128 | 0.070 | A | A | 0.117 | 0.064 | A | A |
| ENCINO AVE | Chatsworth | Kingsbury | 1 | 1 | 600 | 600 | 319 | 160 | 0.532 | 0.267 | A | A | 0.483 | 0.242 | A | A |
| ENCINO AVE | Kingsbury | San Jose | 1 | 1 | 600 | 600 | 25 | 15 | 0.042 | 0.025 | A | A | 0.038 | 0.023 | A | A |
| ENCINO AVE | San Jose | Hiawatha | 1 | 1 | 600 | 600 | 430 | 321 | 0.717 | 0.535 | C | A | 0.652 | 0.486 | B | A |
| ENCINO AVE | Hiawatha | Blackhawk | 1 | 1 | 600 | 600 | 430 | 321 | 0.717 | 0.535 | C | A | 0.652 | 0.486 | B | A |
| ENCINO AVE | Blackhawk | Devonshire | 1 | 1 | 600 | 600 | 430 | 321 | 0.717 | 0.535 | C | A | 0.652 | 0.486 | B | A |
| LOUISE AVE | Nugent | Andasol | 1 | 1 | 600 | 600 | 6 | 4 | 0.010 | 0.007 | A | A | 0.009 | 0.006 | A | A |
| LOUISE AVE | Andasol | Signature | 1 | 1 | 600 | 600 | 90 | 25 | 0.150 | 0.042 | A | A | 0.136 | 0.038 | A | A |
| LOUISE AVE | Signature | Barneston Ct | 1 | 1 | 600 | 600 | 137 | 52 | 0.228 | 0.087 | A | A | 0.208 | 0.079 | A | A |
| LOUISE AVE | Barneston Ct | Mayerling | 1 | 1 | 600 | 600 | 39 | 3 | 0.065 | 0.005 | A | A | 0.059 | 0.005 | A | A |
| LOUISE AVE | Mayerling | Bircher | 1 | 1 | 600 | 600 | 136 | 51 | 0.227 | 0.085 | A | A | 0.206 | 0.077 | A | A |
| LOUISE AVE | Bircher | Flanders | 1 | 1 | 600 | 600 | 136 | 51 | 0.227 | 0.085 | A | A | 0.206 | 0.077 | A | A |
| LOUISE AVE | Flanders | Rinaldi | 1 | 1 | 600 | 600 | 136 | 51 | 0.227 | 0.085 | A | A | 0.206 | 0.077 | A | A |
| LOUISE AVE | Rinaldi | Index | 2 | 1 | 1400 | 700 | 90 | 66 | 0.064 | 0.094 | A | A | 0.058 | 0.086 | A | A |
| LOUISE AVE | Index | Lahey | 2 | 1 | 1400 | 700 | 206 | 176 | 0.147 | 0.251 | A | A | 0.134 | 0.229 | A | A |
| LOUISE AVE | Lahey | San Fern. Mission | 2 | 1 | 1400 | 700 | 287 | 246 | 0.205 | 0.351 | A | A | 0.186 | 0.319 | A | A |
| LOUISE AVE | San Fern. Mission | Los Alimos | 1 | 1 | 700 | 700 | 376 | 251 | 0.537 | 0.359 | A | A | 0.488 | 0.326 | A | A |
| LOUISE AVE | Los Alimos | Chatsworth | 1 | 1 | 700 | 700 | 328 | 142 | 0.469 | 0.203 | A | A | 0.426 | 0.184 | A | A |
| LOUISE AVE | Chatsworth | Kingsbury | 2 | 2 | 1400 | 1400 | 266 | 191 | 0.190 | 0.136 | A | A | 0.173 | 0.124 | A | A |
| LOUISE AVE | Kingsbury | Germain | 2 | 2 | 1400 | 1400 | 266 | 191 | 0.190 | 0.136 | A | A | 0.173 | 0.124 | A | A |
| LOUISE AVE | Germain | San Jose | 2 | 2 | 1400 | 1400 | 266 | 191 | 0.190 | 0.136 | A | A | 0.173 | 0.124 | A | A |
| LOUISE AVE | San Jose | Hiawatha | 2 | 2 | 1400 | 1400 | 130 | 44 | 0.093 | 0.031 | A | A | 0.084 | 0.029 | A | A |
| LOUISE AVE | Hiawatha | Devonshire | 2 | 2 | 1400 | 1400 | 130 | 44 | 0.093 | 0.031 | A | A | 0.084 | 0.029 | A | A |
| AMESTOY AVE | Index | Donmetz | 2 | 1 | 1400 | 700 | 206 | 176 | 0.147 | 0.251 | A | A | 0.134 | 0.229 | A | A |
| AMESTOY AVE | Donmetz | Lahey | 2 | 1 | 1400 | 700 | 287 | 246 | 0.205 | 0.351 | A | A | 0.186 | 0.319 | A | A |
| AMESTOY AVE | Lahey | Devonshire | 1 | 1 | 700 | 700 | 376 | 251 | 0.537 | 0.359 | A | A | 0.488 | 0.326 | A | A |
| BALBOA RD | San Fernando | Balboa Blvd | 2 | 2 | 1400 | 1400 | 247 | 126 | 0.176 | 0.090 | A | A | 0.160 | 0.082 | A | A |
| BALBOA BLVD | Foothill | Balboa Rd | 3 | 2 | 2400 | 1600 | 126 | 247 | 0.053 | 0.154 | A | A | 0.048 | 0.140 | A | A |
| BALBOA BLVD | Sesnon | Orozco | 2 | 2 | 1600 | 1600 | 36 | 49 | 0.023 | 0.031 | A | A | 0.020 | 0.028 | A | A |
| BALBOA BLVD | Orozco | Tennyson | 2 | 2 | 1600 | 1600 | 26 | 33 | 0.016 | 0.021 | A | A | 0.015 | 0.019 | A | A |
| BALBOA BLVD | Tennyson | Woodley | 2 | 2 | 1600 | 1600 | 243 | 9 | 0.152 | 0.006 | A | A | 0.138 | 0.005 | A | A |
| BALBOA BLVD | Woodley | Colven | 3 | 2 | 2400 | 1600 | 710 | 449 | 0.296 | 0.281 | A | A | 0.269 | 0.255 | A | A |
| BALBOA BLVD | Colven | Pineridge | 3 | 2 | 2400 | 1600 | 709 | 449 | 0.295 | 0.281 | A | A | 0.269 | 0.255 | A | A |
| BALBOA BLVD | Pineridge | Knollwood | 3 | 2 | 2400 | 1600 | 1,241 | 738 | 0.517 | 0.461 | A | A | 0.470 | 0.419 | A | A |
| BALBOA BLVD | Knollwood | Midwood | 3 | 2 | 2400 | 1600 | 1,241 | 738 | 0.517 | 0.461 | A | A | 0.470 | 0.419 | A | A |
| BALBOA BLVD | Midwood | Lorillard | 3 | 2 | 2400 | 1600 | 1,544 | 842 | 0.643 | 0.526 | B | A | 0.585 | 0.478 | A | A |
| BALBOA BLVD | Lorillard | Halsey | 3 | 2 | 2400 | 1600 | 1,536 | 823 | 0.640 | 0.514 | B | A | 0.582 | 0.468 | A | A |

| Segment | From | To | Peak Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service Without ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| BALBOA BLVD | Halsey | Rinaldi | 3 | 2 | 2400 | 1600 | 1,536 | 823 | 0.640 | 0.514 | B | A | 0.582 | 0.468 | A | A |
| BALBOA BLVD | Rinaldi | Index | 3 | 2 | 2400 | 1600 | 2,354 | 1,642 | 0.981 | 1.026 | E | F | 0.892 | 0.933 | D | E |
| BALBOA BLVD | Index | San Fern. Mission | 3 | 2 | 2400 | 1600 | 2,023 | 1,268 | 0.843 | 0.793 | D | C | 0.766 | 0.720 | C | C |
| BALBOA BLVD | San Fern. Mission | Tulsa | 3 | 2 | 2400 | 1600 | 2,399 | 1,284 | 1.000 | 0.803 | E | D | 0.909 | 0.730 | E | C |
| BALBOA BLVD | Tulsa | Los Alimos | 3 | 2 | 2400 | 1600 | 2,407 | 1,257 | 1.003 | 0.786 | F | C | 0.912 | 0.714 | E | C |
| BALBOA BLVD | Los Alimos | Chatsworth | 3 | 2 | 2400 | 1600 | 2,407 | 1,257 | 1.003 | 0.786 | F | C | 0.912 | 0.714 | E | C |
| BALBOA BLVD | Chatsworth | Kingsbury | 3 | 2 | 2400 | 1600 | 2,343 | 1,260 | 0.976 | 0.788 | E | C | 0.888 | 0.716 | D | C |
| BALBOA BLVD | Kingsbury | Germain | 3 | 2 | 2400 | 1600 | 2,343 | 1,260 | 0.976 | 0.788 | E | C | 0.888 | 0.716 | D | C |
| BALBOA BLVD | Germain | San Jose | 3 | 2 | 2400 | 1600 | 2,343 | 1,260 | 0.976 | 0.788 | E | C | 0.888 | 0.716 | D | C |
| BALBOA BLVD | San Jose | Blackhawk | 3 | 2 | 2400 | 1600 | 2,080 | 979 | 0.867 | 0.612 | D | B | 0.788 | 0.556 | C | A |
| BALBOA BLVD | Blackhawk | Devonshire | 3 | 2 | 2400 | 1600 | 2,080 | 979 | 0.867 | 0.612 | D | B | 0.788 | 0.556 | C | A |
| PETIT AVE | Tulsa | Tribune | 1 | 1 | 600 | 600 | 36 | 44 | 0.060 | 0.073 | A | A | 0.055 | 0.067 | A | A |
| PETIT AVE | Tribune | Los Alimos | 1 | 1 | 600 | 600 | 36 | 44 | 0.060 | 0.073 | A | A | 0.055 | 0.067 | A | A |
| PETIT AVE | Los Alimos | Chatsworth | 1 | 1 | 600 | 600 | 36 | 44 | 0.060 | 0.073 | A | A | 0.055 | 0.067 | A | A |
| PETIT AVE | Chatsworth | Kingsbury | 1 | 1 | 600 | 600 | 42 | 44 | 0.070 | 0.073 | A | A | 0.064 | 0.067 | A | A |
| PETIT AVE | Kingsbury | Germain | 1 | 1 | 600 | 600 | 42 | 44 | 0.070 | 0.073 | A | A | 0.064 | 0.067 | A | A |
| PETIT AVE | Germain | San Jose | 1 | 1 | 600 | 600 | 42 | 44 | 0.070 | 0.073 | A | A | 0.064 | 0.067 | A | A |
| PETIT AVE | San Jose | Minnehaha | 1 | 1 | 600 | 600 | 32 | 33 | 0.053 | 0.055 | A | A | 0.048 | 0.050 | A | A |
| PETIT AVE | Minnehaha | Blackhawk | 1 | 1 | 600 | 600 | 32 | 33 | 0.053 | 0.055 | A | A | 0.048 | 0.050 | A | A |
| PETIT AVE | Blackhawk | Devonshire | 1 | 1 | 600 | 600 | 204 | 96 | 0.340 | 0.160 | A | A | 0.309 | 0.145 | A | A |
| PETIT AVE | Devonshire | Romar | 1 | 1 | 600 | 600 | 36 | 30 | 0.060 | 0.050 | A | A | 0.055 | 0.045 | A | A |
| KNOLLWOOD DR | Pineridge | Sarazen | 1 | 1 | 600 | 600 | 44 | 48 | 0.073 | 0.080 | A | A | 0.067 | 0.073 | A | A |
| KNOLLWOOD DR | Sarazen | Demaret | 1 | 1 | 600 | 600 | 44 | 48 | 0.073 | 0.080 | A | A | 0.067 | 0.073 | A | A |
| KNOLLWOOD DR | Demaret | Susan | 1 | 1 | 600 | 600 | 44 | 48 | 0.073 | 0.080 | A | A | 0.067 | 0.073 | A | A |
| KNOLLWOOD DR | Susan | Balboa | 1 | 1 | 600 | 600 | 85 | 65 | 0.142 | 0.108 | A | A | 0.129 | 0.098 | A | A |
| GERALD AVE | Shamhart | Midwood | 1 | 1 | 600 | 600 | 3 | 30 | 0.005 | 0.050 | A | A | 0.005 | 0.045 | A | A |
| GERALD AVE | Midwood | Barneston | 1 | 1 | 600 | 600 | 3 | 30 | 0.005 | 0.050 | A | A | 0.005 | 0.045 | A | A |
| GERALD AVE | Barneston | Armstead | 1 | 1 | 600 | 600 | 3 | 30 | 0.005 | 0.050 | A | A | 0.005 | 0.045 | A | A |
| HAYVENHURST | Rinaldi | Simonds | 2 | 2 | 1400 | 1400 | 289 | 216 | 0.206 | 0.154 | A | A | 0.188 | 0.140 | A | A |
| HAYVENHURST | Simonds | Index | 2 | 2 | 1400 | 1400 | 154 | 708 | 0.110 | 0.506 | A | A | 0.100 | 0.460 | A | A |
| HAYVENHURST | Index | San Fern. Mission | 2 | 2 | 1400 | 1400 | 1,004 | 457 | 0.717 | 0.326 | C | A | 0.652 | 0.297 | B | A |
| HAYVENHURST | San Fern. Mission | Horace | 2 | 2 | 1400 | 1400 | 1,254 | 693 | 0.896 | 0.495 | D | A | 0.814 | 0.450 | D | A |
| HAYVENHURST | Horace | Tulsa | 2 | 2 | 1400 | 1400 | 1,129 | 575 | 0.806 | 0.411 | D | A | 0.733 | 0.373 | C | A |
| HAYVENHURST | Tulsa | Chatsworth | 2 | 2 | 1400 | 1400 | 1,021 | 592 | 0.729 | 0.423 | C | A | 0.663 | 0.384 | B | A |
| HAYVENHURST | Chatsworth | San Jose | 2 | 2 | 1400 | 1400 | 711 | 282 | 0.508 | 0.201 | A | A | 0.462 | 0.183 | A | A |
| HAYVENHURST | San Jose | Blackhawk | 2 | 2 | 1400 | 1400 | 773 | 462 | 0.552 | 0.330 | A | A | 0.502 | 0.300 | A | A |
| HAYVENHURST | Blackhawk | Devonshire | 2 | 2 | 1400 | 1400 | 971 | 506 | 0.694 | 0.361 | B | A | 0.631 | 0.329 | B | A |
| HAYVENHURST | Devonshire | Mayall | 2 | 2 | 1400 | 1400 | 836 | 265 | 0.597 | 0.189 | A | A | 0.543 | 0.172 | A | A |
| HAYVENHURST | Mayall | Vintage | 2 | 2 | 1400 | 1400 | 836 | 265 | 0.597 | 0.189 | A | A | 0.543 | 0.172 | A | A |
| HAYVENHURST | Vintage | Lassen | 2 | 2 | 1400 | 1400 | 836 | 303 | 0.597 | 0.216 | A | A | 0.543 | 0.197 | A | A |
| GOTHIC AVE | Woodley | Rinaldi | 1 | 1 | 600 | 600 | 82 | 63 | 0.137 | 0.105 | A | A | 0.124 | 0.095 | A | A |
| GOTHIC AVE | Rinaldi | Index | 1 | 1 | 600 | 600 | 7 | 7 | 0.012 | 0.012 | A | A | 0.011 | 0.011 | A | A |
| GOTHIC AVE | Index | Donmetz | 1 | 1 | 600 | 600 | 7 | 7 | 0.012 | 0.012 | A | A | 0.011 | 0.011 | A | A |
| GOTHIC AVE | Donmetz | Chatsworth | 1 | 1 | 600 | 600 | 47 | 39 | 0.078 | 0.065 | A | A | 0.071 | 0.059 | A | A |
| GOTHIC AVE | Chatsworth | Lassen | 1 | 1 | 600 | 600 | 526 | 468 | 0.877 | 0.780 | D | C | 0.797 | 0.709 | C | C |
| WOODLEY AVE | Balboa | McLennan | 1 | 1 | 600 | 600 | 44 | 37 | 0.073 | 0.062 | A | A | 0.067 | 0.056 | A | A |
| WOODLEY AVE | McLennan | Nanette | 1 | 1 | 600 | 600 | 44 | 37 | 0.073 | 0.062 | A | A | 0.067 | 0.056 | A | A |
| WOODLEY AVE | Nanette | Knollwood | 1 | 1 | 600 | 600 | 38 | 42 | 0.063 | 0.070 | A | A | 0.058 | 0.064 | A | A |
| WOODLEY AVE | Knollwood | Pineridge | 1 | 1 | 600 | 600 | 38 | 42 | 0.063 | 0.070 | A | A | 0.058 | 0.064 | A | A |
| WOODLEY AVE | Pineridge | Gerald | 1 | 1 | 600 | 600 | 34 | 44 | 0.057 | 0.073 | A | A | 0.052 | 0.067 | A | A |
| WOODLEY AVE | Gerald | Gothic | 1 | 1 | 600 | 600 | 34 | 44 | 0.057 | 0.073 | A | A | 0.052 | 0.067 | A | A |
| WOODLEY AVE | Gothic | Collett | 1 | 1 | 600 | 600 | 50 | 33 | 0.083 | 0.055 | A | A | 0.076 | 0.050 | A | A |
| WOODLEY AVE | Collett | Rinaldi | 1 | 1 | 600 | 600 | 30 | 48 | 0.050 | 0.080 | A | A | 0.045 | 0.073 | A | A |
| WOODLEY AVE | Rinaldi | Simonds | 2 | 2 | 1600 | 1600 | 401 | 320 | 0.251 | 0.200 | A | A | 0.228 | 0.182 | A | A |
| WOODLEY AVE | Simonds | Index | 2 | 2 | 1600 | 1600 | 369 | 325 | 0.231 | 0.203 | A | A | 0.210 | 0.185 | A | A |
| WOODLEY AVE | Index | San Fern. Mission | 2 | 2 | 1600 | 1600 | 836 | 339 | 0.523 | 0.212 | A | A | 0.475 | 0.193 | A | A |
| WOODLEY AVE | San Fern. Mission | Horace | 2 | 2 | 1600 | 1600 | 479 | 248 | 0.299 | 0.155 | A | A | 0.272 | 0.141 | A | A |
| WOODLEY AVE | Horace | Tulsa | 2 | 2 | 1600 | 1600 | 530 | 264 | 0.331 | 0.165 | A | A | 0.301 | 0.150 | A | A |
| WOODLEY AVE | Tulsa | Chatsworth | 2 | 2 | 1600 | 1600 | 971 | 351 | 0.607 | 0.219 | B | A | 0.552 | 0.199 | A | A |
| WOODLEY AVE | Chatsworth | San Jose | 2 | 2 | 1600 | 1600 | 1,751 | 1,059 | 1.094 | 0.662 | F | B | 0.995 | 0.602 | E | B |

| Segment | From | To | Peak Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service Without ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| WOODLEY AVE | San Jose | Devonshire | 2 | 2 | 1600 | 1600 | 1,417 | 754 | 0.886 | 0.471 | D | A | 0.805 | 0.428 | D | A |
| WOODLEY AVE | Devonshire | Mayall | 2 | 2 | 1600 | 1600 | 1,356 | 714 | 0.848 | 0.446 | D | A | 0.770 | 0.406 | C | A |
| WOODLEY AVE | Mayall | Lassen | 2 | 2 | 1600 | 1600 | 1,532 | 663 | 0.958 | 0.414 | E | A | 0.870 | 0.377 | D | A |
| GAYNOR AVE | Rinaldi | Chatsworth | 1 | 1 | 600 | 600 | 71 | 106 | 0.118 | 0.177 | A | A | 0.108 | 0.161 | A | A |
| GAYNOR AVE | Chatsworth | Kingsbury | 1 | 1 | 600 | 600 | 25 | 38 | 0.042 | 0.063 | A | A | 0.038 | 0.058 | A | A |
| MONTGOMERY AVE | Kingsbury | San Jose | 1 | 1 | 600 | 600 | 25 | 38 | 0.042 | 0.063 | A | A | 0.038 | 0.058 | A | A |
| MONTGOMERY AVE | San Jose | Blackhawk | 1 | 1 | 600 | 600 | 45 | 56 | 0.075 | 0.093 | A | A | 0.068 | 0.085 | A | A |
| MONTGOMERY AVE | Blackhawk | Devonshire | 1 | 1 | 600 | 600 | 94 | 68 | 0.157 | 0.113 | A | A | 0.142 | 0.103 | A | A |
| MONTGOMERY AVE | Devonshire | Tuba | 1 | 1 | 600 | 600 | 3 | 3 | 0.005 | 0.005 | A | A | 0.005 | 0.005 | A | A |
| MONTGOMERY AVE | Tuba | Lemarsh | 1 | 1 | 600 | 600 | 3 | 3 | 0.005 | 0.005 | A | A | 0.005 | 0.005 | A | A |
| MONTGOMERY AVE | Lemarsh | Mayall | 1 | 1 | 600 | 600 | 36 | 27 | 0.060 | 0.045 | A | A | 0.055 | 0.041 | A | A |
| MONTGOMERY AVE | Mayall | Septo | 1 | 1 | 600 | 600 | 43 | 34 | 0.072 | 0.057 | A | A | 0.065 | 0.052 | A | A |
| MONTGOMERY AVE | Septo | Lassen | 1 | 1 | 600 | 600 | 43 | 34 | 0.072 | 0.057 | A | A | 0.065 | 0.052 | A | A |
| HASKELL AVE | Rinaldi | Index | 2 | 2 | 1400 | 1400 | 627 | 199 | 0.448 | 0.142 | A | A | 0.407 | 0.129 | A | A |
| HASKELL AVE | Index | Lahey | 2 | 2 | 1400 | 1400 | 219 | 145 | 0.156 | 0.104 | A | A | 0.142 | 0.094 | A | A |
| HASKELL AVE | Lahey | San Fern. Mission | 2 | 2 | 1400 | 1400 | 219 | 145 | 0.156 | 0.104 | A | A | 0.142 | 0.094 | A | A |
| HASKELL AVE | San Fern. Mission | Tulsa | 2 | 2 | 1400 | 1400 | 245 | 216 | 0.175 | 0.154 | A | A | 0.159 | 0.140 | A | A |
| HASKELL AVE | Tulsa | Bermuda | 2 | 2 | 1400 | 1400 | 294 | 223 | 0.210 | 0.159 | A | A | 0.191 | 0.145 | A | A |
| HASKELL AVE | Bermuda | Los Alimos | 2 | 2 | 1400 | 1400 | 294 | 223 | 0.210 | 0.159 | A | A | 0.191 | 0.145 | A | A |
| HASKELL AVE | Los Alimos | Chatsworth | 2 | 2 | 1400 | 1400 | 294 | 223 | 0.210 | 0.159 | A | A | 0.191 | 0.145 | A | A |
| HASKELL AVE | Chatsworth | Kingsbury | 2 | 2 | 1400 | 1400 | 632 | 305 | 0.451 | 0.218 | A | A | 0.410 | 0.198 | A | A |
| HASKELL AVE | Kingsbury | San Jose | 2 | 2 | 1400 | 1400 | 632 | 305 | 0.451 | 0.218 | A | A | 0.410 | 0.198 | A | A |
| HASKELL AVE | San Jose | Devonshire | 2 | 2 | 1400 | 1400 | 419 | 266 | 0.299 | 0.190 | A | A | 0.272 | 0.173 | A | A |
| HASKELL AVE | Devonshire | Tuba | 2 | 2 | 1400 | 1400 | 714 | 223 | 0.510 | 0.159 | A | A | 0.464 | 0.145 | A | A |
| HASKELL AVE | Tuba | Lemarsh | 2 | 2 | 1400 | 1400 | 714 | 223 | 0.510 | 0.159 | A | A | 0.464 | 0.145 | A | A |
| HASKELL AVE | Lemarsh | Mayall | 2 | 2 | 1400 | 1400 | 683 | 159 | 0.488 | 0.114 | A | A | 0.444 | 0.103 | A | A |
| HASKELL AVE | Mayall | Stare | 1 | 1 | 600 | 600 | 43 | 34 | 0.072 | 0.057 | A | A | 0.065 | 0.052 | A | A |
| HASKELL AVE | Stare | Septo | 1 | 1 | 600 | 600 | 43 | 34 | 0.072 | 0.057 | A | A | 0.065 | 0.052 | A | A |
| HASKELL AVE | Septo | Lassen | 1 | 1 | 600 | 600 | 43 | 34 | 0.072 | 0.057 | A | A | 0.065 | 0.052 | A | A |
| SAN FERNANDO RD | Sierra Hwy | Ranch Rd | 2 | 2 | 1600 | 1600 | 3,656 | 785 | 2.285 | 0.491 | F | A | 2.077 | 0.446 | F | A |
| SAN FERNANDO RD | Ranch Rd | Balboa | 2 | 2 | 1600 | 1600 | 993 | 3,651 | 0.621 | 2.282 | B | F | 0.564 | 2.074 | A | F |
| SAN FERNANDO RD | Balboa | Sepulveda | 2 | 2 | 1600 | 1600 | 1,187 | 3,725 | 0.742 | 2.328 | C | F | 0.674 | 2.116 | B | F |
| SEPULVEDA BLVD (north link) | San Fernando | Roxford | 2 | 2 | 1600 | 1600 | 1,718 | 654 | 1.074 | 0.409 | F | A | 0.976 | 0.372 | E | A |
| SEPULVEDA BLVD (south link) | San Fernando | Roxford | 1 | 1 | 800 | 800 | 1,748 | 670 | 2.185 | 0.838 | F | D | 1.986 | 0.761 | F | C |
| SESNON BLVD | Cascade Canyon | Marcus | 2 | 2 | 1600 | 1600 | 53 | 89 | 0.033 | 0.056 | A | A | 0.030 | 0.051 | A | A |
| SESNON BLVD | Marcus | Neon | 2 | 2 | 1600 | 1600 | 53 | 89 | 0.033 | 0.056 | A | A | 0.030 | 0.051 | A | A |
| SESNON BLVD | Neon | Jolette | 2 | 2 | 1600 | 1600 | 53 | 89 | 0.033 | 0.056 | A | A | 0.030 | 0.051 | A | A |
| SESNON BLVD | Jolette | Bronte | 2 | 2 | 1600 | 1600 | 27 | 25 | 0.017 | 0.016 | A | A | 0.015 | 0.014 | A | A |
| SESNON BLVD | Bronte | Tuscan | 2 | 2 | 1600 | 1600 | 25 | 33 | 0.016 | 0.021 | A | A | 0.014 | 0.019 | A | A |
| SESNON BLVD | Tuscan | Meadowlark | 2 | 2 | 1600 | 1600 | 25 | 33 | 0.016 | 0.021 | A | A | 0.014 | 0.019 | A | A |
| SESNON BLVD | Meadowlark | Orozco | 1 | 1 | 800 | 800 | 36 | 29 | 0.045 | 0.036 | A | A | 0.041 | 0.033 | A | A |
| SESNON BLVD | Orozco | Constable | 1 | 1 | 800 | 800 | 37 | 35 | 0.046 | 0.044 | A | A | 0.042 | 0.040 | A | A |
| SESNON BLVD | Constable | Balboa | 1 | 1 | 800 | 800 | 37 | 35 | 0.046 | 0.044 | A | A | 0.042 | 0.040 | A | A |
| LISETTE ST | Jolette | Jimeno | 1 | 1 | 600 | 600 | 53 | 81 | 0.088 | 0.135 | A | A | 0.080 | 0.123 | A | A |
| LISETTE ST | Jimeno | Balboa | 1 | 1 | 600 | 600 | 440 | 467 | 0.733 | 0.778 | C | C | 0.667 | 0.708 | B | C |
| WESTBURY DR | Daryl | Henzie | 1 | 1 | 600 | 600 | 48 | 29 | 0.080 | 0.048 | A | A | 0.073 | 0.044 | A | A |
| WESTBURY DR | Henzie | Byron | 1 | 1 | 600 | 600 | 48 | 29 | 0.080 | 0.048 | A | A | 0.073 | 0.044 | A | A |
| WESTBURY DR | Byron | Lithuania | 1 | 1 | 600 | 600 | 48 | 29 | 0.080 | 0.048 | A | A | 0.073 | 0.044 | A | A |
| WESTBURY DR | Lithuania | El Oro | 1 | 1 | 600 | 600 | 3 | 37 | 0.005 | 0.062 | A | A | 0.005 | 0.056 | A | A |
| WESTBURY DR | El Oro | Balboa | 1 | 1 | 600 | 600 | 29 | 31 | 0.048 | 0.052 | A | A | 0.044 | 0.047 | A | A |
| ROSNICK PL | El Oro | McLennan | 1 | 1 | 600 | 600 | 41 | 33 | 0.068 | 0.055 | A | A | 0.062 | 0.050 | A | A |
| PINERIDGE DR | McLennan | Kenny | 1 | 1 | 600 | 600 | 177 | 115 | 0.295 | 0.192 | A | A | 0.268 | 0.174 | A | A |
| PINERIDGE DR | Kenny | Catenia | 1 | 1 | 600 | 600 | 32 | 38 | 0.053 | 0.063 | A | A | 0.048 | 0.058 | A | A |
| PINERIDGE DR | Catenia | Knollwood | 1 | 1 | 600 | 600 | 32 | 38 | 0.053 | 0.063 | A | A | 0.048 | 0.058 | A | A |
| PINERIDGE DR | Knollwood | Woodley | 1 | 1 | 600 | 600 | 43 | 48 | 0.072 | 0.080 | A | A | 0.065 | 0.073 | A | A |
| SIGNATURE DR | Louise | El Oro | 1 | 1 | 600 | 600 | 21 | 87 | 0.035 | 0.145 | A | A | 0.032 | 0.132 | A | A |
| REXBON RD | Zelzah | Mayerling | 1 | 1 | 600 | 600 | 39 | 33 | 0.065 | 0.055 | A | A | 0.059 | 0.050 | A | A |
| MIDWOOD DR | El Oro | Balboa | 1 | 1 | 600 | 600 | 21 | 87 | 0.035 | 0.145 | A | A | 0.032 | 0.132 | A | A |
| SHAMHART DR | Knollwood | Woodley | 1 | 1 | 600 | 600 | 65 | 85 | 0.108 | 0.142 | A | A | 0.098 | 0.129 | A | A |
| MAYERLING ST | Shoshone | Babbitt | 1 | 1 | 600 | 600 | 48 | 42 | 0.080 | 0.070 | A | A | 0.073 | 0.064 | A | A |

| Segment | From | To | Peak Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service Without ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| BARNESTON ST | Louise | Paso Robles | 1 | 1 | 600 | 600 | 47 | 47 | 0.078 | 0.078 | A | A | 0.071 | 0.071 | A | A |
| ARMSTEAD ST | Gerald | Gothic | 1 | 1 | 600 | 600 | 37 | 43 | 0.062 | 0.072 | A | A | 0.056 | 0.065 | A | A |
| ARMSTEAD ST | Gothic | Woodley | 1 | 1 | 600 | 600 | 28 | 34 | 0.047 | 0.057 | A | A | 0.042 | 0.052 | A | A |
| RINALDI ST | Chimineas | Zelzah | 2 | 2 | 1600 | 1600 | 1,427 | 1,134 | 0.892 | 0.709 | D | C | 0.811 | 0.644 | D | B |
| RINALDI ST | Zelzah | Yarmouth | 2 | 2 | 1600 | 1600 | 1,429 | 659 | 0.893 | 0.412 | D | A | 0.812 | 0.374 | D | A |
| RINALDI ST | Yarmouth | Rancho Del Valle | 2 | 2 | 1600 | 1600 | 1,312 | 669 | 0.820 | 0.418 | D | A | 0.745 | 0.380 | C | A |
| RINALDI ST | Rancho Del Valle | Ridge Way | 2 | 2 | 1600 | 1600 | 1,311 | 638 | 0.819 | 0.399 | D | A | 0.745 | 0.363 | C | A |
| RINALDI ST | Ridge Way | Shoshone | 2 | 2 | 1600 | 1600 | 1,311 | 638 | 0.819 | 0.399 | D | A | 0.745 | 0.363 | C | A |
| RINALDI ST | Shoshone | Andasol | 2 | 2 | 1600 | 1600 | 1,191 | 647 | 0.744 | 0.404 | C | A | 0.677 | 0.368 | B | A |
| RINALDI ST | Andasol | Louise | 2 | 2 | 1600 | 1600 | 774 | 253 | 0.484 | 0.158 | A | A | 0.440 | 0.144 | A | A |
| RINALDI ST | Louise | Babbitt | 2 | 2 | 1600 | 1600 | 630 | 171 | 0.394 | 0.107 | A | A | 0.358 | 0.097 | A | A |
| RINALDI ST | Babbitt | Amestoy | 2 | 2 | 1600 | 1600 | 630 | 171 | 0.394 | 0.107 | A | A | 0.358 | 0.097 | A | A |
| RINALDI ST | Amestoy | Balboa | 2 | 2 | 1600 | 1600 | 630 | 171 | 0.394 | 0.107 | A | A | 0.358 | 0.097 | A | A |
| RINALDI ST | Balboa | Ruffner | 2 | 2 | 1600 | 1600 | 1,905 | 1,445 | 1.191 | 0.903 | F | E | 1.082 | 0.821 | F | D |
| RINALDI ST | Ruffner | Hayvenhurst | 2 | 2 | 1600 | 1600 | 2,021 | 1,623 | 1.263 | 1.014 | F | F | 1.148 | 0.922 | F | E |
| RINALDI ST | Hayvenhurst | Odessa | 2 | 2 | 1600 | 1600 | 1,887 | 1,416 | 1.179 | 0.885 | F | D | 1.072 | 0.805 | F | D |
| RINALDI ST | Odessa | Swinton | 2 | 2 | 1600 | 1600 | 1,952 | 1,501 | 1.220 | 0.938 | F | E | 1.109 | 0.853 | F | D |
| RINALDI ST | Swinton | Woodley | 2 | 2 | 1600 | 1600 | 1,894 | 1,538 | 1.184 | 0.961 | F | E | 1.076 | 0.874 | F | D |
| RINALDI ST | Woodley | Gaynor | 2 | 2 | 1600 | 1600 | 2,199 | 1,760 | 1.374 | 1.100 | F | F | 1.249 | 1.000 | F | F |
| RINALDI ST | Gaynor | Haskell | 2 | 2 | 1600 | 1600 | 2,200 | 1,762 | 1.375 | 1.101 | F | F | 1.250 | 1.001 | F | F |
| RINALDI ST | Haskell | Blucher | 2 | 2 | 1600 | 1600 | 2,825 | 1,959 | 1.766 | 1.224 | F | F | 1.605 | 1.113 | F | F |
| RINALDI ST | Blucher | 405 Fwy | 2 | 2 | 1600 | 1600 | 2,810 | 1,983 | 1.756 | 1.239 | F | F | 1.597 | 1.127 | F | F |
| INDEX ST | Yarmouth | Aldea | 1 | 1 | 600 | 600 | 455 | 393 | 0.758 | 0.655 | C | B | 0.689 | 0.595 | B | A |
| INDEX ST | Aldea | Amestoy | 1 | 1 | 600 | 600 | 478 | 384 | 0.797 | 0.640 | C | B | 0.724 | 0.582 | C | A |
| INDEX ST | Amestoy | Balboa | 1 | 1 | 600 | 600 | 478 | 384 | 0.797 | 0.640 | C | B | 0.724 | 0.582 | C | A |
| INDEX ST | Balboa | McLennan | 1 | 1 | 600 | 600 | 411 | 160 | 0.685 | 0.267 | B | A | 0.623 | 0.242 | B | A |
| INDEX ST | McLennan | Ruffner | 1 | 1 | 600 | 600 | 403 | 136 | 0.672 | 0.227 | B | A | 0.611 | 0.206 | B | A |
| INDEX ST | Ruffner | Danube | 1 | 1 | 600 | 600 | 347 | 97 | 0.578 | 0.162 | A | A | 0.526 | 0.147 | A | A |
| SAN FERNANDO MISSION | Chimineas | Lindley | 2 | 2 | 1400 | 1400 | 853 | 444 | 0.609 | 0.317 | B | A | 0.554 | 0.288 | A | A |
| SAN FERNANDO MISSION | Lindley | Zelzah | 1 | 1 | 700 | 700 | 836 | 428 | 1.194 | 0.611 | F | B | 1.086 | 0.556 | F | A |
| SAN FERNANDO MISSION | Zelzah | Yarmouth | 1 | 1 | 700 | 700 | 654 | 458 | 0.934 | 0.654 | E | B | 0.849 | 0.595 | D | A |
| SAN FERNANDO MISSION | Yarmouth | Shoshone | 1 | 1 | 700 | 700 | 770 | 584 | 1.100 | 0.834 | F | D | 1.000 | 0.758 | F | C |
| SAN FERNANDO MISSION | Shoshone | Encino | 1 | 1 | 700 | 700 | 745 | 581 | 1.064 | 0.830 | F | D | 0.968 | 0.755 | E | C |
| SAN FERNANDO MISSION | Encino | Andasol | 1 | 1 | 700 | 700 | 747 | 587 | 1.067 | 0.839 | F | D | 0.970 | 0.762 | E | C |
| SAN FERNANDO MISSION | Andasol | Louise | 1 | 1 | 700 | 700 | 747 | 587 | 1.067 | 0.839 | F | D | 0.970 | 0.762 | E | C |
| SAN FERNANDO MISSION | Louise | Amestoy | 2 | 2 | 1400 | 1400 | 949 | 707 | 0.678 | 0.505 | B | A | 0.616 | 0.459 | B | A |
| SAN FERNANDO MISSION | Amestoy | Paso Robles | 2 | 2 | 1400 | 1400 | 1,104 | 850 | 0.789 | 0.607 | C | B | 0.717 | 0.552 | C | A |
| SAN FERNANDO MISSION | Paso Robles | Balboa | 2 | 2 | 1400 | 1400 | 1,104 | 850 | 0.789 | 0.607 | C | B | 0.717 | 0.552 | C | A |
| SAN FERNANDO MISSION | Balboa | Petit | 2 | 2 | 1400 | 1400 | 1,422 | 808 | 1.016 | 0.577 | F | A | 0.923 | 0.525 | E | A |
| SAN FERNANDO MISSION | Petit | Ruffner | 2 | 2 | 1400 | 1400 | 1,422 | 808 | 1.016 | 0.577 | F | A | 0.923 | 0.525 | E | A |
| SAN FERNANDO MISSION | Ruffner | Gerald | 2 | 2 | 1400 | 1400 | 1,406 | 791 | 1.004 | 0.565 | F | A | 0.913 | 0.514 | E | A |
| SAN FERNANDO MISSION | Gerald | Hayvenhurst | 2 | 2 | 1400 | 1400 | 1,406 | 791 | 1.004 | 0.565 | F | A | 0.913 | 0.514 | E | A |
| SAN FERNANDO MISSION | Hayvenhurst | Monogram | 2 | 2 | 1400 | 1400 | 1,422 | 793 | 1.016 | 0.566 | F | A | 0.923 | 0.515 | E | A |
| SAN FERNANDO MISSION | Monogram | Gothic | 2 | 2 | 1400 | 1400 | 1,422 | 793 | 1.016 | 0.566 | F | A | 0.923 | 0.515 | E | A |
| SAN FERNANDO MISSION | Gothic | Haskell | 2 | 2 | 1400 | 1400 | 1,419 | 790 | 1.014 | 0.564 | F | A | 0.921 | 0.513 | E | A |
| SAN FERNANDO MISSION | Haskell | Danube | 2 | 2 | 1400 | 1400 | 1,078 | 829 | 0.770 | 0.592 | C | A | 0.700 | 0.538 | C | A |
| SAN FERNANDO MISSION | Danube | Blucher | 2 | 2 | 1400 | 1400 | 1,078 | 829 | 0.770 | 0.592 | C | A | 0.700 | 0.538 | C | A |
| SAN FERNANDO MISSION | Blucher | 405 Fwy | 2 | 2 | 1400 | 1400 | 1,078 | 829 | 0.770 | 0.592 | C | A | 0.700 | 0.538 | C | A |
| TULSA ST | Lindley | Louise | 1 | 1 | 600 | 600 | 469 | 351 | 0.782 | 0.585 | C | A | 0.711 | 0.532 | C | A |
| TULSA ST | Louise | Paso Robles | 1 | 1 | 600 | 600 | 254 | 127 | 0.423 | 0.212 | A | A | 0.385 | 0.192 | A | A |
| TULSA ST | Paso Robles | Balboa | 1 | 1 | 600 | 600 | 280 | 163 | 0.467 | 0.272 | A | A | 0.424 | 0.247 | A | A |
| TULSA ST | Balboa | Hayvenhurst | 1 | 1 | 600 | 600 | 292 | 140 | 0.487 | 0.233 | A | A | 0.442 | 0.212 | A | A |
| TULSA ST | Hayvenhurst | Monogram | 1 | 1 | 600 | 600 | 32 | 39 | 0.053 | 0.065 | A | A | 0.048 | 0.059 | A | A |
| TULSA ST | Monogram | Gothic | 1 | 1 | 600 | 600 | 32 | 39 | 0.053 | 0.065 | A | A | 0.048 | 0.059 | A | A |
| JONFIN ST | Gothic | end | 1 | 1 | 600 | 600 | 34 | 35 | 0.057 | 0.058 | A | A | 0.052 | 0.053 | A | A |
| CHATSWORTH ST | Etiwanda | Lindley | 2 | 2 | 1400 | 1400 | 1,911 | 1,839 | 1.365 | 1.314 | F | F | 1.241 | 1.194 | F | F |
| CHATSWORTH ST | Lindley | Zelzah | 2 | 2 | 1400 | 1400 | 1,911 | 1,854 | 1.365 | 1.324 | F | F | 1.241 | 1.204 | F | F |
| CHATSWORTH ST | Zelzah | Yarmouth | 2 | 2 | 1400 | 1400 | 1,229 | 967 | 0.878 | 0.691 | D | B | 0.798 | 0.628 | C | B |
| CHATSWORTH ST | Yarmouth | White Oak | 2 | 2 | 1400 | 1400 | 1,229 | 967 | 0.878 | 0.691 | D | B | 0.798 | 0.628 | C | B |
| CHATSWORTH ST | White Oak | Shoshone | 2 | 2 | 1400 | 1400 | 791 | 380 | 0.565 | 0.271 | A | A | 0.514 | 0.247 | A | A |

| Segment | From | To | Peak Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service Without ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| CHATSWORTH ST | Shoshone | Encino | 2 | 2 | 1400 | 1400 | 791 | 380 | 0.565 | 0.271 | A | A | 0.514 | 0.247 | A | A |
| CHATSWORTH ST | Encino | Andasol | 2 | 2 | 1400 | 1400 | 1,028 | 492 | 0.734 | 0.351 | C | A | 0.668 | 0.319 | B | A |
| CHATSWORTH ST | Andasol | Louise | 2 | 2 | 1400 | 1400 | 1,028 | 492 | 0.734 | 0.351 | C | A | 0.668 | 0.319 | B | A |
| CHATSWORTH ST | Louise | Aldea | 2 | 2 | 1400 | 1400 | 1,143 | 716 | 0.816 | 0.511 | D | A | 0.742 | 0.465 | C | A |
| CHATSWORTH ST | Aldea | Genesta | 2 | 2 | 1400 | 1400 | 1,204 | 726 | 0.860 | 0.519 | D | A | 0.782 | 0.471 | C | A |
| CHATSWORTH ST | Genesta | Balboa | 2 | 2 | 1400 | 1400 | 1,154 | 809 | 0.824 | 0.578 | D | A | 0.749 | 0.525 | C | A |
| CHATSWORTH ST | Balboa | Petit | 2 | 2 | 1400 | 1400 | 1,201 | 924 | 0.858 | 0.660 | D | B | 0.780 | 0.600 | C | B |
| CHATSWORTH ST | Petit | Hayvenhurst | 2 | 2 | 1400 | 1400 | 1,201 | 924 | 0.858 | 0.660 | D | B | 0.780 | 0.600 | C | B |
| CHATSWORTH ST | Hayvenhurst | Debra | 2 | 2 | 1400 | 1400 | 1,098 | 821 | 0.784 | 0.586 | C | A | 0.713 | 0.533 | C | A |
| CHATSWORTH ST | Debra | Gothic | 2 | 2 | 1400 | 1400 | 1,098 | 821 | 0.784 | 0.586 | C | A | 0.713 | 0.533 | C | A |
| CHATSWORTH ST | Gothic | Swinton | 2 | 2 | 1400 | 1400 | 1,098 | 821 | 0.784 | 0.586 | C | A | 0.713 | 0.533 | C | A |
| CHATSWORTH ST | Swinton | Woodley | 2 | 2 | 1400 | 1400 | 1,098 | 821 | 0.784 | 0.586 | C | A | 0.713 | 0.533 | C | A |
| CHATSWORTH ST | Woodley | Gaviota | 2 | 2 | 1400 | 1400 | 1,073 | 721 | 0.766 | 0.515 | C | A | 0.697 | 0.468 | B | A |
| CHATSWORTH ST | Gaviota | Gaynor | 2 | 2 | 1400 | 1400 | 1,073 | 721 | 0.766 | 0.515 | C | A | 0.697 | 0.468 | B | A |
| CHATSWORTH ST | Gaynor | Haskell | 2 | 2 | 1400 | 1400 | 1,073 | 721 | 0.766 | 0.515 | C | A | 0.697 | 0.468 | B | A |
| CHATSWORTH ST | Haskell | Aqueduct | 2 | 2 | 1400 | 1400 | 1,439 | 829 | 1.028 | 0.592 | F | A | 0.934 | 0.538 | E | A |
| CHATSWORTH ST | Aqueduct | 405 Fwy | 2 | 2 | 1400 | 1400 | 1,439 | 829 | 1.028 | 0.592 | F | A | 0.934 | 0.538 | E | A |
| SAN JOSE ST | Zelzah | Yarmouth | 1 | 1 | 600 | 600 | 443 | 361 | 0.738 | 0.602 | C | B | 0.671 | 0.547 | B | A |
| SAN JOSE ST | Yarmouth | Jellico | 1 | 1 | 600 | 600 | 793 | 713 | 1.322 | 1.188 | F | F | 1.202 | 1.080 | F | F |
| SAN JOSE ST | Jellico | Shoshone | 1 | 1 | 600 | 600 | 623 | 679 | 1.038 | 1.132 | F | F | 0.944 | 1.029 | E | F |
| SAN JOSE ST | Shoshone | Encino | 1 | 1 | 600 | 600 | 623 | 679 | 1.038 | 1.132 | F | F | 0.944 | 1.029 | E | F |
| SAN JOSE ST | Encino | Bianca | 1 | 1 | 600 | 600 | 573 | 530 | 0.955 | 0.883 | E | D | 0.868 | 0.803 | D | D |
| SAN JOSE ST | Bianca | Andasol | 1 | 1 | 600 | 600 | 573 | 530 | 0.955 | 0.883 | E | D | 0.868 | 0.803 | D | D |
| SAN JOSE ST | Andasol | Genesta | 1 | 1 | 600 | 600 | 603 | 549 | 1.005 | 0.915 | F | E | 0.914 | 0.832 | E | D |
| SAN JOSE ST | Genesta | Balboa | 1 | 1 | 600 | 600 | 514 | 387 | 0.857 | 0.645 | D | B | 0.779 | 0.586 | C | A |
| SAN JOSE ST | Balboa | Danube | 1 | 1 | 600 | 600 | 346 | 199 | 0.577 | 0.332 | A | A | 0.524 | 0.302 | A | A |
| DEVONSHIRE ST | Etiwanda | Zelzah | 3 | 2 | 2400 | 1600 | 1,666 | 1,273 | 0.694 | 0.796 | B | C | 0.631 | 0.723 | B | C |
| DEVONSHIRE ST | Lindley | Zelzah | 3 | 2 | 2400 | 1600 | 1,666 | 1,273 | 0.694 | 0.796 | B | C | 0.631 | 0.723 | B | C |
| DEVONSHIRE ST | Zelzah | White Oak | 2 | 2 | 1600 | 1600 | 1,020 | 483 | 0.638 | 0.302 | B | A | 0.580 | 0.274 | A | A |
| DEVONSHIRE ST | White Oak | Encino | 2 | 2 | 1600 | 1600 | 771 | 292 | 0.482 | 0.183 | A | A | 0.438 | 0.166 | A | A |
| DEVONSHIRE ST | Encino | Andasol | 2 | 2 | 1600 | 1600 | 999 | 644 | 0.624 | 0.403 | B | A | 0.568 | 0.366 | A | A |
| DEVONSHIRE ST | Andasol | Louise | 2 | 2 | 1600 | 1600 | 999 | 644 | 0.624 | 0.403 | B | A | 0.568 | 0.366 | A | A |
| DEVONSHIRE ST | Louise | Amestoy | 2 | 3 | 1600 | 2400 | 950 | 445 | 0.594 | 0.185 | A | A | 0.540 | 0.169 | A | A |
| DEVONSHIRE ST | Amestoy | Balboa | 2 | 3 | 1600 | 2400 | 1,239 | 728 | 0.774 | 0.303 | C | A | 0.704 | 0.276 | C | A |
| DEVONSHIRE ST | Balboa | Petit | 3 | 3 | 2400 | 2400 | 1,022 | 487 | 0.426 | 0.203 | A | A | 0.387 | 0.184 | A | A |
| DEVONSHIRE ST | Petit | Ruffner | 3 | 3 | 2400 | 2400 | 817 | 390 | 0.340 | 0.163 | A | A | 0.309 | 0.148 | A | A |
| DEVONSHIRE ST | Ruffner | Hayvenhurst | 3 | 3 | 2400 | 2400 | 817 | 390 | 0.340 | 0.163 | A | A | 0.309 | 0.148 | A | A |
| DEVONSHIRE ST | Hayvenhurst | Gothic | 2 | 2 | 1600 | 1600 | 1,573 | 1,040 | 0.983 | 0.650 | E | B | 0.894 | 0.591 | D | A |
| DEVONSHIRE ST | Gothic | Woodley | 2 | 2 | 1600 | 1600 | 1,080 | 793 | 0.675 | 0.496 | B | A | 0.614 | 0.451 | B | A |
| DEVONSHIRE ST | Woodley | Montgomery | 2 | 2 | 1600 | 1600 | 1,334 | 1,069 | 0.834 | 0.668 | D | B | 0.758 | 0.607 | C | B |
| DEVONSHIRE ST | Montgomery | Densmore | 2 | 2 | 1600 | 1600 | 1,399 | 1,160 | 0.874 | 0.725 | D | C | 0.795 | 0.659 | C | B |
| DEVONSHIRE ST | Densmore | Haskell | 2 | 2 | 1600 | 1600 | 1,399 | 1,160 | 0.874 | 0.725 | D | C | 0.795 | 0.659 | C | B |
| DEVONSHIRE ST | Haskell | Aqueduct | 2 | 2 | 1600 | 1600 | 1,975 | 1,398 | 1.234 | 0.874 | F | D | 1.122 | 0.794 | F | C |
| DEVONSHIRE ST | Aqueduct | Blucher | 2 | 2 | 1600 | 1600 | 1,975 | 1,398 | 1.234 | 0.874 | F | D | 1.122 | 0.794 | F | C |
| DEVONSHIRE ST | Blucher | 405 Fwy | 3 | 3 | 2400 | 2400 | 1,975 | 1,389 | 0.823 | 0.579 | D | A | 0.748 | 0.526 | C | A |
| MAYALL ST | Balboa | end | 1 | 1 | 600 | 600 | 403 | 370 | 0.672 | 0.617 | B | B | 0.611 | 0.561 | B | A |
| MAYALL ST | Ruffner | Odessa | 1 | 1 | 600 | 600 | 34 | 45 | 0.057 | 0.075 | A | A | 0.052 | 0.068 | A | A |
| MAYALL ST | Gothic | Haskell | 1 | 1 | 600 | 600 | 255 | 54 | 0.425 | 0.090 | A | A | 0.386 | 0.082 | A | A |
| LASSEN ST | Balboa | Whitaker | 2 | 2 | 1400 | 1400 | 1,501 | 1,096 | 1.072 | 0.783 | F | C | 0.975 | 0.712 | E | C |
| LASSEN ST | Whitaker | Petit | 2 | 2 | 1400 | 1400 | 1,501 | 1,096 | 1.072 | 0.783 | F | C | 0.975 | 0.712 | E | C |
| LASSEN ST | Petit | Ruffner | 2 | 2 | 1400 | 1400 | 1,501 | 1,096 | 1.072 | 0.783 | F | C | 0.975 | 0.712 | E | C |
| LASSEN ST | Ruffner | Hayvenhurst | 2 | 2 | 1400 | 1400 | 1,501 | 1,096 | 1.072 | 0.783 | F | C | 0.975 | 0.712 | E | C |
| LASSEN ST | Hayvenhurst | Monogram | 2 | 2 | 1400 | 1400 | 1,481 | 1,264 | 1.058 | 0.903 | F | E | 0.962 | 0.821 | E | D |
| LASSEN ST | Monogram | Gothic | 2 | 2 | 1400 | 1400 | 1,481 | 1,264 | 1.058 | 0.903 | F | E | 0.962 | 0.821 | E | D |
| LASSEN ST | Gothic | Woodley | 2 | 2 | 1400 | 1400 | 1,234 | 1,119 | 0.881 | 0.799 | D | C | 0.801 | 0.727 | D | C |
| LASSEN ST | Woodley | Montgomery | 2 | 2 | 1400 | 1400 | 1,416 | 1,330 | 1.011 | 0.950 | F | E | 0.919 | 0.864 | E | D |
| LASSEN ST | Montgomery | Gloria | 2 | 2 | 1400 | 1400 | 1,416 | 1,330 | 1.011 | 0.950 | F | E | 0.919 | 0.864 | E | D |
| LASSEN ST | Gloria | Haskell | 2 | 2 | 1400 | 1400 | 1,416 | 1,330 | 1.011 | 0.950 | F | E | 0.919 | 0.864 | E | D |
| LASSEN ST | Haskell | Aqueduct | 2 | 2 | 1400 | 1400 | 1,363 | 1,172 | 0.974 | 0.837 | E | D | 0.885 | 0.761 | D | C |
| LASSEN ST | Aqueduct | 405 Fwy | 2 | 2 | 1400 | 1400 | 1,363 | 1,172 | 0.974 | 0.837 | E | D | 0.885 | 0.761 | D | C |

| Segment | From | To | Peak Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service Without ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |

| | | | | | Weighted V/C |
|---|---|---|---|---|---|
| Total Links | 360 | 360 | 720 | | |
| Links at E or F (with ATSAC) | 59 | 21 | 80 | 11% | 0.767 |

| Segment | From | To | Off Peak Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service Without ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| LINDLEY AVE | San Fern. Mission | Ludlow | 1 | 1 | 600 | 600 | 15 | 73 | 0.025 | 0.122 | A | A | 0.023 | 0.111 | A | A |
| LINDLEY AVE | Ludlow | Horace | 1 | 1 | 600 | 600 | 15 | 73 | 0.025 | 0.122 | A | A | 0.023 | 0.111 | A | A |
| LINDLEY AVE | Horace | Tulsa Pl | 1 | 1 | 600 | 600 | 15 | 73 | 0.025 | 0.122 | A | A | 0.023 | 0.111 | A | A |
| LINDLEY AVE | Tulsa Pl | Kingsbury | 1 | 1 | 600 | 600 | 45 | 30 | 0.075 | 0.050 | A | A | 0.068 | 0.045 | A | A |
| LINDLEY AVE | Kingsbury | Hiawatha | 1 | 1 | 600 | 600 | 42 | 48 | 0.070 | 0.080 | A | A | 0.064 | 0.073 | A | A |
| LINDLEY AVE | Hiawatha | Devonshire | 1 | 1 | 600 | 600 | 42 | 48 | 0.070 | 0.080 | A | A | 0.064 | 0.073 | A | A |
| ZELZAH AVE | End | Ridgeway | 1 | 1 | 600 | 600 | 30 | 41 | 0.050 | 0.068 | A | A | 0.045 | 0.062 | A | A |
| ZELZAH AVE | Ridgeway | Newcastle | 1 | 1 | 600 | 600 | 50 | 27 | 0.083 | 0.045 | A | A | 0.076 | 0.041 | A | A |
| ZELZAH AVE | Newcastle | Lerdo | 1 | 1 | 600 | 600 | 50 | 27 | 0.083 | 0.045 | A | A | 0.076 | 0.041 | A | A |
| ZELZAH AVE | Lerdo | Rinaldi | 1 | 1 | 600 | 600 | 50 | 27 | 0.083 | 0.045 | A | A | 0.076 | 0.041 | A | A |
| ZELZAH AVE | Rinaldi | SR-118 | 1 | 1 | 600 | 600 | 616 | 207 | 1.027 | 0.345 | F | A | 0.933 | 0.314 | E | A |
| ZELZAH AVE | SR-118 | Simonds | 1 | 1 | 600 | 600 | 118 | 693 | 0.197 | 1.155 | A | F | 0.179 | 1.050 | A | F |
| ZELZAH AVE | Simonds | Index | 1 | 1 | 600 | 600 | 703 | 557 | 1.172 | 0.928 | F | E | 1.065 | 0.844 | F | D |
| ZELZAH AVE | Index | Donmetz | 1 | 1 | 600 | 600 | 703 | 557 | 1.172 | 0.928 | F | E | 1.065 | 0.844 | F | D |
| ZELZAH AVE | Donmetz | Lahey | 1 | 1 | 600 | 600 | 703 | 557 | 1.172 | 0.928 | F | E | 1.065 | 0.844 | F | D |
| ZELZAH AVE | Lahey | San Fern. Mission | 1 | 1 | 600 | 600 | 703 | 557 | 1.172 | 0.928 | F | E | 1.065 | 0.844 | F | D |
| ZELZAH AVE | San Fern. Mission | Horace | 1 | 1 | 600 | 600 | 823 | 683 | 1.372 | 1.138 | F | F | 1.247 | 1.035 | F | F |
| ZELZAH AVE | Horace | Tulsa St | 1 | 1 | 600 | 600 | 823 | 683 | 1.372 | 1.138 | F | F | 1.247 | 1.035 | F | F |
| ZELZAH AVE | Tulsa St | Tribune St | 1 | 1 | 600 | 600 | 831 | 691 | 1.385 | 1.152 | F | F | 1.259 | 1.047 | F | F |
| ZELZAH AVE | Tribune St | Los Alimos | 1 | 1 | 600 | 600 | 842 | 703 | 1.403 | 1.172 | F | F | 1.276 | 1.065 | F | F |
| ZELZAH AVE | Los Alimos | Chatsworth | 1 | 1 | 600 | 600 | 842 | 703 | 1.403 | 1.172 | F | F | 1.276 | 1.065 | F | F |
| ZELZAH AVE | Chatsworth | Kingsbury | 2 | 2 | 1400 | 1400 | 869 | 608 | 0.621 | 0.434 | B | A | 0.564 | 0.395 | A | A |
| ZELZAH AVE | Kingsbury | San Jose | 2 | 2 | 1400 | 1400 | 869 | 608 | 0.621 | 0.434 | B | A | 0.564 | 0.395 | A | A |
| ZELZAH AVE | San Jose | Hiawatha | 2 | 2 | 1400 | 1400 | 1,141 | 841 | 0.815 | 0.601 | D | B | 0.741 | 0.546 | C | A |
| ZELZAH AVE | Hiawatha | Devonshire | 2 | 2 | 1400 | 1400 | 1,141 | 841 | 0.815 | 0.601 | D | B | 0.741 | 0.546 | C | A |
| WHITE OAK AVE | Rinaldi | San Fern. Mission | 2 | 2 | 1200 | 1200 | 173 | 46 | 0.144 | 0.038 | A | A | 0.131 | 0.035 | A | A |
| WHITE OAK AVE | San Fern. Mission | Los Alimos | 1 | 1 | 600 | 600 | 745 | 682 | 1.242 | 1.137 | F | F | 1.129 | 1.033 | F | F |
| WHITE OAK AVE | Los Alimos | Chatsworth | 1 | 1 | 600 | 600 | 741 | 741 | 1.235 | 1.235 | F | F | 1.123 | 1.123 | F | F |
| WHITE OAK AVE | Chatsworth | Kingsbury | 1 | 1 | 600 | 600 | 428 | 363 | 0.713 | 0.605 | C | B | 0.648 | 0.550 | B | A |
| WHITE OAK AVE | Kingsbury | San Jose | 1 | 1 | 600 | 600 | 428 | 363 | 0.713 | 0.605 | C | B | 0.648 | 0.550 | B | A |
| WHITE OAK AVE | San Jose | Devonshire | 2 | 2 | 1200 | 1200 | 206 | 110 | 0.172 | 0.092 | A | A | 0.156 | 0.083 | A | A |
| MAYERLING ST | Rexbon | Lerdo | 1 | 1 | 600 | 600 | 48 | 32 | 0.080 | 0.053 | A | A | 0.073 | 0.048 | A | A |
| MAYERLING ST | Lerdo | Wood Ranch | 1 | 1 | 600 | 600 | 48 | 32 | 0.080 | 0.053 | A | A | 0.073 | 0.048 | A | A |
| MAYERLING ST | Wood Ranch | Jellico | 1 | 1 | 600 | 600 | 16 | 10 | 0.027 | 0.017 | A | A | 0.024 | 0.015 | A | A |
| MAYERLING ST | Jellico | Shoshone | 1 | 1 | 600 | 600 | 16 | 10 | 0.027 | 0.017 | A | A | 0.024 | 0.015 | A | A |
| DARYL AVE | Trosa | Bradford | 1 | 1 | 600 | 600 | 24 | 12 | 0.040 | 0.020 | A | A | 0.036 | 0.018 | A | A |
| MEADOWLARK AVE | Sesnon | Westbury | 1 | 1 | 600 | 600 | 117 | 36 | 0.195 | 0.060 | A | A | 0.177 | 0.055 | A | A |
| NUGENT DR | Westbury | Angelaine | 1 | 1 | 600 | 600 | 178 | 26 | 0.297 | 0.043 | A | A | 0.270 | 0.039 | A | A |
| NUGENT DR | Angelaine | Bradford | 1 | 1 | 600 | 600 | 178 | 26 | 0.297 | 0.043 | A | A | 0.270 | 0.039 | A | A |
| NUGENT DR | Bradford | Shoshone | 1 | 1 | 600 | 600 | 287 | 81 | 0.478 | 0.135 | A | A | 0.435 | 0.123 | A | A |
| SHOSHONE AVE | Nugent | Highwater | 1 | 1 | 600 | 600 | 253 | 53 | 0.422 | 0.088 | A | A | 0.383 | 0.080 | A | A |
| SHOSHONE AVE | Highwater | Mayerling | 1 | 1 | 600 | 600 | 652 | 292 | 1.087 | 0.487 | F | A | 0.988 | 0.442 | E | A |
| SHOSHONE AVE | Mayerling | Flanders | 1 | 1 | 600 | 600 | 611 | 277 | 1.018 | 0.462 | F | A | 0.926 | 0.420 | E | A |
| SHOSHONE AVE | Flanders | Rinaldi | 1 | 1 | 600 | 600 | 611 | 277 | 1.018 | 0.462 | F | A | 0.926 | 0.420 | E | A |
| TROSA ST | Jolette | Neon Way | 1 | 1 | 600 | 600 | 44 | 33 | 0.073 | 0.055 | A | A | 0.067 | 0.050 | A | A |
| JOLETTE AVE | Garris | Nanette | 1 | 1 | 600 | 600 | 66 | 32 | 0.110 | 0.053 | A | A | 0.100 | 0.048 | A | A |
| JOLETTE AVE | Nanette | Dorina | 1 | 1 | 600 | 600 | 97 | 15 | 0.162 | 0.025 | A | A | 0.147 | 0.023 | A | A |
| JOLETTE AVE | Dorina | Darla | 1 | 1 | 600 | 600 | 97 | 15 | 0.162 | 0.025 | A | A | 0.147 | 0.023 | A | A |
| JOLETTE AVE | Darla | Westbury | 1 | 1 | 600 | 600 | 97 | 15 | 0.162 | 0.025 | A | A | 0.147 | 0.023 | A | A |
| JOLETTE AVE | Westbury | Paulette | 1 | 1 | 600 | 600 | 71 | 60 | 0.118 | 0.100 | A | A | 0.108 | 0.091 | A | A |
| JOLETTE AVE | Paulette | Jeanine | 1 | 1 | 600 | 600 | 232 | 115 | 0.387 | 0.192 | A | A | 0.352 | 0.174 | A | A |
| JOLETTE AVE | Jeanine | Rosnick | 1 | 1 | 600 | 600 | 232 | 115 | 0.387 | 0.192 | A | A | 0.352 | 0.174 | A | A |
| JOLETTE AVE | Rosnick | Balboa | 1 | 1 | 600 | 600 | 218 | 115 | 0.363 | 0.192 | A | A | 0.330 | 0.174 | A | A |
| BRADFORD PL | Cascade Canyon | Nugent | 1 | 1 | 600 | 600 | 40 | 30 | 0.067 | 0.050 | A | A | 0.061 | 0.045 | A | A |
| BRADFORD PL | Nugent | Tilford | 1 | 1 | 600 | 600 | 43 | 83 | 0.072 | 0.138 | A | A | 0.065 | 0.126 | A | A |
| BRADFORD PL | Tilford | Firma | 1 | 1 | 600 | 600 | 43 | 83 | 0.072 | 0.138 | A | A | 0.065 | 0.126 | A | A |
| BRADFORD PL | Firma | Sunderland | 1 | 1 | 600 | 600 | 43 | 83 | 0.072 | 0.138 | A | A | 0.065 | 0.126 | A | A |
| BRADFORD PL | Sunderland | Bambi | 1 | 1 | 600 | 600 | 49 | 27 | 0.082 | 0.045 | A | A | 0.074 | 0.041 | A | A |

| Segment | From | To | Off Peak Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service Without ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| BRADFORD PL | Bambi | Jeanette | 1 | 1 | 600 | 600 | 49 | 27 | 0.082 | 0.045 | A | A | 0.074 | 0.041 | A | A |
| BRADFORD PL | Jeanette | Dresden | 1 | 1 | 600 | 600 | 49 | 27 | 0.082 | 0.045 | A | A | 0.074 | 0.041 | A | A |
| BRADFORD PL | Dresden | Mindora | 1 | 1 | 600 | 600 | 49 | 27 | 0.082 | 0.045 | A | A | 0.074 | 0.041 | A | A |
| BRADFORD PL | Mindora | Signature | 1 | 1 | 600 | 600 | 49 | 27 | 0.082 | 0.045 | A | A | 0.074 | 0.041 | A | A |
| EL ORO WAY | Rosnick | Ceredo | 1 | 1 | 600 | 600 | 14 | 36 | 0.023 | 0.060 | A | A | 0.021 | 0.055 | A | A |
| EL ORO WAY | Ceredo | Mandarin | 1 | 1 | 600 | 600 | 14 | 36 | 0.023 | 0.060 | A | A | 0.021 | 0.055 | A | A |
| EL ORO WAY | Mandarin | Signature | 1 | 1 | 600 | 600 | 14 | 40 | 0.023 | 0.067 | A | A | 0.021 | 0.061 | A | A |
| EL ORO WAY | Signature | Paso Robles | 1 | 1 | 600 | 600 | 64 | 20 | 0.107 | 0.033 | A | A | 0.097 | 0.030 | A | A |
| EL ORO WAY | Paso Robles | Midwood | 1 | 1 | 600 | 600 | 64 | 20 | 0.107 | 0.033 | A | A | 0.097 | 0.030 | A | A |
| EL ORO WAY | Midwood | Paso Robles | 1 | 1 | 600 | 600 | 64 | 20 | 0.107 | 0.033 | A | A | 0.097 | 0.030 | A | A |
| PASO ROBLES AVE | Midwood | Barneston | 1 | 1 | 600 | 600 | 64 | 20 | 0.107 | 0.033 | A | A | 0.097 | 0.030 | A | A |
| PASO ROBLES AVE | Barneston | Galesberg | 1 | 1 | 600 | 600 | 45 | 47 | 0.075 | 0.078 | A | A | 0.068 | 0.071 | A | A |
| PASO ROBLES AVE | Galesberg | Lorillard | 1 | 1 | 600 | 600 | 45 | 47 | 0.075 | 0.078 | A | A | 0.068 | 0.071 | A | A |
| PASO ROBLES AVE | Lorillard | Gunther | 1 | 1 | 600 | 600 | 45 | 47 | 0.075 | 0.078 | A | A | 0.068 | 0.071 | A | A |
| PASO ROBLES AVE | Gunther | Halsey | 1 | 1 | 600 | 600 | 45 | 47 | 0.075 | 0.078 | A | A | 0.068 | 0.071 | A | A |
| ENCINO AVE | Rinaldi | Kalisher | 1 | 1 | 600 | 600 | 488 | 304 | 0.813 | 0.507 | D | A | 0.739 | 0.461 | C | A |
| ENCINO AVE | Kalisher | Index | 1 | 1 | 600 | 600 | 488 | 304 | 0.813 | 0.507 | D | A | 0.739 | 0.461 | C | A |
| ENCINO AVE | Index | Donmetz | 1 | 1 | 600 | 600 | 57 | 49 | 0.095 | 0.082 | A | A | 0.086 | 0.074 | A | A |
| ENCINO AVE | Donmetz | Lahey | 1 | 1 | 600 | 600 | 17 | 29 | 0.028 | 0.048 | A | A | 0.026 | 0.044 | A | A |
| ENCINO AVE | Lahey | San Fern. Mission | 1 | 1 | 600 | 600 | 17 | 29 | 0.028 | 0.048 | A | A | 0.026 | 0.044 | A | A |
| ENCINO AVE | San Fern. Mission | Ludlow | 1 | 1 | 600 | 600 | 20 | 16 | 0.033 | 0.027 | A | A | 0.030 | 0.024 | A | A |
| ENCINO AVE | Ludlow | Horace | 1 | 1 | 600 | 600 | 20 | 16 | 0.033 | 0.027 | A | A | 0.030 | 0.024 | A | A |
| ENCINO AVE | Horace | Tulsa | 1 | 1 | 600 | 600 | 20 | 16 | 0.033 | 0.027 | A | A | 0.030 | 0.024 | A | A |
| ENCINO AVE | Tulsa | Tribune | 1 | 1 | 600 | 600 | 31 | 42 | 0.052 | 0.070 | A | A | 0.047 | 0.064 | A | A |
| ENCINO AVE | Tribune | Los Alimos | 1 | 1 | 600 | 600 | 31 | 42 | 0.052 | 0.070 | A | A | 0.047 | 0.064 | A | A |
| ENCINO AVE | Los Alimos | Chatsworth | 1 | 1 | 600 | 600 | 76 | 43 | 0.127 | 0.072 | A | A | 0.115 | 0.065 | A | A |
| ENCINO AVE | Chatsworth | Kingsbury | 1 | 1 | 600 | 600 | 328 | 173 | 0.547 | 0.288 | A | A | 0.497 | 0.262 | A | A |
| ENCINO AVE | Kingsbury | San Jose | 1 | 1 | 600 | 600 | 23 | 14 | 0.038 | 0.023 | A | A | 0.035 | 0.021 | A | A |
| ENCINO AVE | San Jose | Hiawatha | 1 | 1 | 600 | 600 | 472 | 383 | 0.787 | 0.638 | C | B | 0.715 | 0.580 | C | A |
| ENCINO AVE | Hiawatha | Blackhawk | 1 | 1 | 600 | 600 | 472 | 383 | 0.787 | 0.638 | C | B | 0.715 | 0.580 | C | A |
| ENCINO AVE | Blackhawk | Devonshire | 1 | 1 | 600 | 600 | 472 | 383 | 0.787 | 0.638 | C | B | 0.715 | 0.580 | C | A |
| LOUISE AVE | Nugent | Andasol | 1 | 1 | 600 | 600 | 35 | 28 | 0.058 | 0.047 | A | A | 0.053 | 0.042 | A | A |
| LOUISE AVE | Andasol | Signature | 1 | 1 | 600 | 600 | 31 | 24 | 0.052 | 0.040 | A | A | 0.047 | 0.036 | A | A |
| LOUISE AVE | Signature | Barneston Ct | 1 | 1 | 600 | 600 | 180 | 56 | 0.300 | 0.093 | A | A | 0.273 | 0.085 | A | A |
| LOUISE AVE | Barneston Ct | Mayerling | 1 | 1 | 600 | 600 | 30 | 3 | 0.050 | 0.005 | A | A | 0.045 | 0.005 | A | A |
| LOUISE AVE | Mayerling | Bircher | 1 | 1 | 600 | 600 | 231 | 55 | 0.385 | 0.092 | A | A | 0.350 | 0.083 | A | A |
| LOUISE AVE | Bircher | Flanders | 1 | 1 | 600 | 600 | 231 | 55 | 0.385 | 0.092 | A | A | 0.350 | 0.083 | A | A |
| LOUISE AVE | Flanders | Rinaldi | 1 | 1 | 600 | 600 | 231 | 55 | 0.385 | 0.092 | A | A | 0.350 | 0.083 | A | A |
| LOUISE AVE | Rinaldi | Index | 2 | 1 | 1400 | 700 | 159 | 39 | 0.114 | 0.056 | A | A | 0.103 | 0.051 | A | A |
| LOUISE AVE | Index | Lahey | 2 | 1 | 1400 | 700 | 400 | 107 | 0.286 | 0.153 | A | A | 0.260 | 0.139 | A | A |
| LOUISE AVE | Lahey | San Fern. Mission | 2 | 1 | 1400 | 700 | 479 | 179 | 0.342 | 0.256 | A | A | 0.311 | 0.232 | A | A |
| LOUISE AVE | San Fern. Mission | Los Alimos | 1 | 1 | 700 | 700 | 530 | 186 | 0.757 | 0.266 | C | A | 0.688 | 0.242 | B | A |
| LOUISE AVE | Los Alimos | Chatsworth | 1 | 1 | 700 | 700 | 457 | 165 | 0.653 | 0.236 | B | A | 0.594 | 0.214 | A | A |
| LOUISE AVE | Chatsworth | Kingsbury | 2 | 2 | 1400 | 1400 | 440 | 246 | 0.314 | 0.176 | A | A | 0.286 | 0.160 | A | A |
| LOUISE AVE | Kingsbury | Germain | 2 | 2 | 1400 | 1400 | 440 | 246 | 0.314 | 0.176 | A | A | 0.286 | 0.160 | A | A |
| LOUISE AVE | Germain | San Jose | 2 | 2 | 1400 | 1400 | 440 | 246 | 0.314 | 0.176 | A | A | 0.286 | 0.160 | A | A |
| LOUISE AVE | San Jose | Hiawatha | 2 | 2 | 1400 | 1400 | 279 | 46 | 0.199 | 0.033 | A | A | 0.181 | 0.030 | A | A |
| LOUISE AVE | Hiawatha | Devonshire | 2 | 2 | 1400 | 1400 | 279 | 46 | 0.199 | 0.033 | A | A | 0.181 | 0.030 | A | A |
| AMESTOY AVE | Index | Donmetz | 2 | 1 | 1400 | 700 | 400 | 107 | 0.286 | 0.153 | A | A | 0.260 | 0.139 | A | A |
| AMESTOY AVE | Donmetz | Lahey | 2 | 1 | 1400 | 700 | 479 | 179 | 0.342 | 0.256 | A | A | 0.311 | 0.232 | A | A |
| AMESTOY AVE | Lahey | Devonshire | 1 | 1 | 700 | 700 | 530 | 186 | 0.757 | 0.266 | C | A | 0.688 | 0.242 | B | A |
| BALBOA RD | San Fernando | Balboa Blvd | 2 | 2 | 1400 | 1400 | 2,107 | 2,238 | 1.505 | 1.599 | F | F | 1.368 | 1.453 | F | F |
| BALBOA BLVD | Foothill | Balboa Rd | 3 | 2 | 2400 | 1600 | 2,392 | 664 | 0.997 | 0.415 | E | A | 0.906 | 0.377 | E | A |
| BALBOA BLVD | Balboa Rd | Timber Ridge | 2 | 2 | 1600 | 1600 | 3,616 | 2,019 | 2.260 | 1.262 | F | F | 2.055 | 1.147 | F | F |
| BALBOA BLVD | Timber Ridge | Sesnon | 2 | 2 | 1600 | 1600 | 3,616 | 2,019 | 2.260 | 1.262 | F | F | 2.055 | 1.147 | F | F |
| BALBOA BLVD | Sesnon | Orozco | 2 | 2 | 1600 | 1600 | 3,431 | 1,998 | 2.144 | 1.249 | F | F | 1.949 | 1.135 | F | F |
| BALBOA BLVD | Orozco | Tennyson | 2 | 2 | 1600 | 1600 | 3,431 | 1,998 | 2.144 | 1.249 | F | F | 1.949 | 1.135 | F | F |
| BALBOA BLVD | Tennyson | Woodley | 2 | 2 | 1600 | 1600 | 3,337 | 1,834 | 2.086 | 1.146 | F | F | 1.896 | 1.042 | F | F |

| Segment | From | To | Off Peak Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service Without ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| BALBOA BLVD | Woodley | Colven | 3 | 2 | 2400 | 1600 | 3,708 | 2,082 | 1.545 | 1.301 | F | F | 1.405 | 1.183 | F | F |
| BALBOA BLVD | Colven | Pineridge | 3 | 2 | 2400 | 1600 | 3,667 | 2,010 | 1.528 | 1.256 | F | F | 1.389 | 1.142 | F | F |
| BALBOA BLVD | Pineridge | Knollwood | 3 | 2 | 2400 | 1600 | 3,878 | 2,105 | 1.616 | 1.316 | F | F | 1.469 | 1.196 | F | F |
| BALBOA BLVD | Knollwood | Midwood | 3 | 2 | 2400 | 1600 | 3,980 | 2,186 | 1.658 | 1.366 | F | F | 1.508 | 1.242 | F | F |
| BALBOA BLVD | Midwood | Lorillard | 3 | 2 | 2400 | 1600 | 4,094 | 2,259 | 1.706 | 1.412 | F | F | 1.551 | 1.284 | F | F |
| BALBOA BLVD | Lorillard | Halsey | 3 | 2 | 2400 | 1600 | 4,081 | 2,236 | 1.700 | 1.398 | F | F | 1.546 | 1.270 | F | F |
| BALBOA BLVD | Halsey | Rinaldi | 3 | 2 | 2400 | 1600 | 4,126 | 2,236 | 1.719 | 1.398 | F | F | 1.563 | 1.270 | F | F |
| BALBOA BLVD | Rinaldi | Index | 3 | 2 | 2400 | 1600 | 4,070 | 2,706 | 1.696 | 1.691 | F | F | 1.542 | 1.538 | F | F |
| BALBOA BLVD | Index | San Fern. Mission | 3 | 2 | 2400 | 1600 | 2,960 | 1,451 | 1.233 | 0.907 | F | E | 1.121 | 0.824 | F | D |
| BALBOA BLVD | San Fern. Mission | Tulsa | 3 | 2 | 2400 | 1600 | 3,062 | 1,409 | 1.276 | 0.881 | F | D | 1.160 | 0.801 | F | D |
| BALBOA BLVD | Tulsa | Los Alimos | 3 | 2 | 2400 | 1600 | 3,033 | 1,337 | 1.264 | 0.836 | F | D | 1.149 | 0.760 | F | C |
| BALBOA BLVD | Los Alimos | Chatsworth | 3 | 2 | 2400 | 1600 | 3,033 | 1,337 | 1.264 | 0.836 | F | D | 1.149 | 0.760 | F | C |
| BALBOA BLVD | Chatsworth | Kingsbury | 3 | 2 | 2400 | 1600 | 2,516 | 1,335 | 1.048 | 0.834 | F | D | 0.953 | 0.759 | E | C |
| BALBOA BLVD | Kingsbury | Germain | 3 | 2 | 2400 | 1600 | 2,516 | 1,335 | 1.048 | 0.834 | F | D | 0.953 | 0.759 | E | C |
| BALBOA BLVD | Germain | San Jose | 3 | 2 | 2400 | 1600 | 2,516 | 1,335 | 1.048 | 0.834 | F | D | 0.953 | 0.759 | E | C |
| BALBOA BLVD | San Jose | Blackhawk | 3 | 2 | 2400 | 1600 | 2,380 | 1,090 | 0.992 | 0.681 | E | B | 0.902 | 0.619 | E | B |
| BALBOA BLVD | Blackhawk | Devonshire | 3 | 2 | 2400 | 1600 | 2,380 | 1,090 | 0.992 | 0.681 | E | B | 0.902 | 0.619 | E | B |
| PETIT AVE | Tulsa | Tribune | 1 | 1 | 600 | 600 | 33 | 34 | 0.055 | 0.057 | A | A | 0.050 | 0.052 | A | A |
| PETIT AVE | Tribune | Los Alimos | 1 | 1 | 600 | 600 | 33 | 34 | 0.055 | 0.057 | A | A | 0.050 | 0.052 | A | A |
| PETIT AVE | Los Alimos | Chatsworth | 1 | 1 | 600 | 600 | 33 | 34 | 0.055 | 0.057 | A | A | 0.050 | 0.052 | A | A |
| PETIT AVE | Chatsworth | Kingsbury | 1 | 1 | 600 | 600 | 6 | 47 | 0.010 | 0.078 | A | A | 0.009 | 0.071 | A | A |
| PETIT AVE | Kingsbury | Germain | 1 | 1 | 600 | 600 | 6 | 47 | 0.010 | 0.078 | A | A | 0.009 | 0.071 | A | A |
| PETIT AVE | Germain | San Jose | 1 | 1 | 600 | 600 | 6 | 47 | 0.010 | 0.078 | A | A | 0.009 | 0.071 | A | A |
| PETIT AVE | San Jose | Minnehaha | 1 | 1 | 600 | 600 | 36 | 30 | 0.060 | 0.050 | A | A | 0.055 | 0.045 | A | A |
| PETIT AVE | Minnehaha | Blackhawk | 1 | 1 | 600 | 600 | 36 | 30 | 0.060 | 0.050 | A | A | 0.055 | 0.045 | A | A |
| PETIT AVE | Blackhawk | Devonshire | 1 | 1 | 600 | 600 | 206 | 95 | 0.343 | 0.158 | A | A | 0.312 | 0.144 | A | A |
| PETIT AVE | Devonshire | Romar | 1 | 1 | 600 | 600 | 44 | 39 | 0.073 | 0.065 | A | A | 0.067 | 0.059 | A | A |
| KNOLLWOOD DR | Pineridge | Sarazen | 1 | 1 | 600 | 600 | 49 | 33 | 0.082 | 0.055 | A | A | 0.074 | 0.050 | A | A |
| KNOLLWOOD DR | Sarazen | Demaret | 1 | 1 | 600 | 600 | 49 | 33 | 0.082 | 0.055 | A | A | 0.074 | 0.050 | A | A |
| KNOLLWOOD DR | Demaret | Susan | 1 | 1 | 600 | 600 | 49 | 33 | 0.082 | 0.055 | A | A | 0.074 | 0.050 | A | A |
| KNOLLWOOD DR | Susan | Balboa | 1 | 1 | 600 | 600 | 102 | 80 | 0.170 | 0.133 | A | A | 0.155 | 0.121 | A | A |
| GERALD AVE | Shamhart | Midwood | 1 | 1 | 600 | 600 | 3 | 28 | 0.005 | 0.047 | A | A | 0.005 | 0.042 | A | A |
| GERALD AVE | Midwood | Barneston | 1 | 1 | 600 | 600 | 3 | 28 | 0.005 | 0.047 | A | A | 0.005 | 0.042 | A | A |
| GERALD AVE | Barneston | Armstead | 1 | 1 | 600 | 600 | 3 | 28 | 0.005 | 0.047 | A | A | 0.005 | 0.042 | A | A |
| HAYVENHURST | Rinaldi | Simonds | 2 | 2 | 1400 | 1400 | 349 | 199 | 0.249 | 0.142 | A | A | 0.227 | 0.129 | A | A |
| HAYVENHURST | Simonds | Index | 2 | 2 | 1400 | 1400 | 180 | 686 | 0.129 | 0.490 | A | A | 0.117 | 0.445 | A | A |
| HAYVENHURST | Index | San Fern. Mission | 2 | 2 | 1400 | 1400 | 1,111 | 392 | 0.794 | 0.280 | C | A | 0.721 | 0.255 | C | A |
| HAYVENHURST | San Fern. Mission | Horace | 2 | 2 | 1400 | 1400 | 1,510 | 884 | 1.079 | 0.631 | F | B | 0.981 | 0.574 | E | A |
| HAYVENHURST | Horace | Tulsa | 2 | 2 | 1400 | 1400 | 1,383 | 764 | 0.988 | 0.546 | E | A | 0.898 | 0.496 | D | A |
| HAYVENHURST | Tulsa | Chatsworth | 2 | 2 | 1400 | 1400 | 1,372 | 764 | 0.980 | 0.546 | E | A | 0.891 | 0.496 | D | A |
| HAYVENHURST | Chatsworth | San Jose | 2 | 2 | 1400 | 1400 | 968 | 250 | 0.691 | 0.179 | B | A | 0.629 | 0.162 | B | A |
| HAYVENHURST | San Jose | Blackhawk | 2 | 2 | 1400 | 1400 | 872 | 344 | 0.623 | 0.246 | B | A | 0.566 | 0.223 | A | A |
| HAYVENHURST | Blackhawk | Devonshire | 2 | 2 | 1400 | 1400 | 1,058 | 376 | 0.756 | 0.269 | C | A | 0.687 | 0.244 | B | A |
| HAYVENHURST | Devonshire | Mayall | 2 | 2 | 1400 | 1400 | 921 | 227 | 0.658 | 0.162 | B | A | 0.598 | 0.147 | A | A |
| HAYVENHURST | Mayall | Vintage | 2 | 2 | 1400 | 1400 | 921 | 227 | 0.658 | 0.162 | B | A | 0.598 | 0.147 | A | A |
| HAYVENHURST | Vintage | Lassen | 2 | 2 | 1400 | 1400 | 950 | 290 | 0.679 | 0.207 | B | A | 0.617 | 0.188 | B | A |
| GOTHIC AVE | Woodley | Rinaldi | 1 | 1 | 600 | 600 | 112 | 53 | 0.187 | 0.088 | A | A | 0.170 | 0.080 | A | A |
| GOTHIC AVE | Rinaldi | Index | 1 | 1 | 600 | 600 | 46 | 13 | 0.077 | 0.022 | A | A | 0.070 | 0.020 | A | A |
| GOTHIC AVE | Index | Donmetz | 1 | 1 | 600 | 600 | 46 | 13 | 0.077 | 0.022 | A | A | 0.070 | 0.020 | A | A |
| GOTHIC AVE | Donmetz | Chatsworth | 1 | 1 | 600 | 600 | 33 | 38 | 0.055 | 0.063 | A | A | 0.050 | 0.058 | A | A |
| GOTHIC AVE | Chatsworth | Lassen | 1 | 1 | 600 | 600 | 696 | 626 | 1.160 | 1.043 | F | F | 1.055 | 0.948 | F | E |
| WOODLEY AVE | Balboa | McLennan | 1 | 1 | 600 | 600 | 17 | 37 | 0.028 | 0.062 | A | A | 0.026 | 0.056 | A | A |
| WOODLEY AVE | McLennan | Nanette | 1 | 1 | 600 | 600 | 17 | 37 | 0.028 | 0.062 | A | A | 0.026 | 0.056 | A | A |
| WOODLEY AVE | Nanette | Knollwood | 1 | 1 | 600 | 600 | 17 | 48 | 0.028 | 0.080 | A | A | 0.026 | 0.073 | A | A |
| WOODLEY AVE | Knollwood | Pineridge | 1 | 1 | 600 | 600 | 17 | 48 | 0.028 | 0.080 | A | A | 0.026 | 0.073 | A | A |
| WOODLEY AVE | Pineridge | Gerald | 1 | 1 | 600 | 600 | 17 | 44 | 0.028 | 0.073 | A | A | 0.026 | 0.067 | A | A |
| WOODLEY AVE | Gerald | Gothic | 1 | 1 | 600 | 600 | 17 | 44 | 0.028 | 0.073 | A | A | 0.026 | 0.067 | A | A |
| WOODLEY AVE | Gothic | Collett | 1 | 1 | 600 | 600 | 15 | 32 | 0.025 | 0.053 | A | A | 0.023 | 0.048 | A | A |

| Segment | From | To | Off Peak Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service Without ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| WOODLEY AVE | Collett | Rinaldi | 1 | 1 | 600 | 600 | 23 | 13 | 0.038 | 0.022 | A | A | 0.035 | 0.020 | A | A |
| WOODLEY AVE | Rinaldi | Simonds | 2 | 2 | 1600 | 1600 | 727 | 661 | 0.454 | 0.413 | A | A | 0.413 | 0.376 | A | A |
| WOODLEY AVE | Simonds | Index | 2 | 2 | 1600 | 1600 | 725 | 683 | 0.453 | 0.427 | A | A | 0.412 | 0.388 | A | A |
| WOODLEY AVE | Index | San Fern. Mission | 2 | 2 | 1600 | 1600 | 950 | 684 | 0.594 | 0.428 | A | A | 0.540 | 0.389 | A | A |
| WOODLEY AVE | San Fern. Mission | Horace | 2 | 2 | 1600 | 1600 | 633 | 393 | 0.396 | 0.246 | A | A | 0.360 | 0.223 | A | A |
| WOODLEY AVE | Horace | Tulsa | 2 | 2 | 1600 | 1600 | 682 | 413 | 0.426 | 0.258 | A | A | 0.388 | 0.235 | A | A |
| WOODLEY AVE | Tulsa | Chatsworth | 2 | 2 | 1600 | 1600 | 1,154 | 521 | 0.721 | 0.326 | C | A | 0.656 | 0.296 | B | A |
| WOODLEY AVE | Chatsworth | San Jose | 2 | 2 | 1600 | 1600 | 1,655 | 1,169 | 1.034 | 0.731 | F | C | 0.940 | 0.664 | E | B |
| WOODLEY AVE | San Jose | Devonshire | 2 | 2 | 1600 | 1600 | 1,457 | 791 | 0.911 | 0.494 | E | A | 0.828 | 0.449 | D | A |
| WOODLEY AVE | Devonshire | Mayall | 2 | 2 | 1600 | 1600 | 1,390 | 740 | 0.869 | 0.463 | D | A | 0.790 | 0.420 | C | A |
| WOODLEY AVE | Mayall | Lassen | 2 | 2 | 1600 | 1600 | 1,412 | 683 | 0.883 | 0.427 | D | A | 0.802 | 0.388 | D | A |
| GAYNOR AVE | Rinaldi | Chatsworth | 1 | 1 | 600 | 600 | 71 | 112 | 0.118 | 0.187 | A | A | 0.108 | 0.170 | A | A |
| GAYNOR AVE | Chatsworth | Kingsbury | 1 | 1 | 600 | 600 | 25 | 37 | 0.042 | 0.062 | A | A | 0.038 | 0.056 | A | A |
| MONTGOMERY AVE | Kingsbury | San Jose | 1 | 1 | 600 | 600 | 25 | 37 | 0.042 | 0.062 | A | A | 0.038 | 0.056 | A | A |
| MONTGOMERY AVE | San Jose | Blackhawk | 1 | 1 | 600 | 600 | 46 | 59 | 0.077 | 0.098 | A | A | 0.070 | 0.089 | A | A |
| MONTGOMERY AVE | Blackhawk | Devonshire | 1 | 1 | 600 | 600 | 91 | 67 | 0.152 | 0.112 | A | A | 0.138 | 0.102 | A | A |
| MONTGOMERY AVE | Devonshire | Tuba | 1 | 1 | 600 | 600 | 4 | 3 | 0.007 | 0.005 | A | A | 0.006 | 0.005 | A | A |
| MONTGOMERY AVE | Tuba | Lemarsh | 1 | 1 | 600 | 600 | 4 | 3 | 0.007 | 0.005 | A | A | 0.006 | 0.005 | A | A |
| MONTGOMERY AVE | Lemarsh | Mayall | 1 | 1 | 600 | 600 | 25 | 31 | 0.042 | 0.052 | A | A | 0.038 | 0.047 | A | A |
| MONTGOMERY AVE | Mayall | Septo | 1 | 1 | 600 | 600 | 26 | 43 | 0.043 | 0.072 | A | A | 0.039 | 0.065 | A | A |
| MONTGOMERY AVE | Septo | Lassen | 1 | 1 | 600 | 600 | 26 | 43 | 0.043 | 0.072 | A | A | 0.039 | 0.065 | A | A |
| HASKELL AVE | Rinaldi | Index | 2 | 2 | 1400 | 1400 | 445 | 233 | 0.318 | 0.166 | A | A | 0.289 | 0.151 | A | A |
| HASKELL AVE | Index | Lahey | 2 | 2 | 1400 | 1400 | 314 | 241 | 0.224 | 0.172 | A | A | 0.204 | 0.156 | A | A |
| HASKELL AVE | Lahey | San Fern. Mission | 2 | 2 | 1400 | 1400 | 314 | 241 | 0.224 | 0.172 | A | A | 0.204 | 0.156 | A | A |
| HASKELL AVE | San Fern. Mission | Tulsa | 2 | 2 | 1400 | 1400 | 315 | 287 | 0.225 | 0.205 | A | A | 0.205 | 0.186 | A | A |
| HASKELL AVE | Tulsa | Bermuda | 2 | 2 | 1400 | 1400 | 367 | 295 | 0.262 | 0.211 | A | A | 0.238 | 0.192 | A | A |
| HASKELL AVE | Bermuda | Los Alimos | 2 | 2 | 1400 | 1400 | 367 | 295 | 0.262 | 0.211 | A | A | 0.238 | 0.192 | A | A |
| HASKELL AVE | Los Alimos | Chatsworth | 2 | 2 | 1400 | 1400 | 367 | 295 | 0.262 | 0.211 | A | A | 0.238 | 0.192 | A | A |
| HASKELL AVE | Chatsworth | Kingsbury | 2 | 2 | 1400 | 1400 | 744 | 323 | 0.531 | 0.231 | A | A | 0.483 | 0.210 | A | A |
| HASKELL AVE | Kingsbury | San Jose | 2 | 2 | 1400 | 1400 | 744 | 323 | 0.531 | 0.231 | A | A | 0.483 | 0.210 | A | A |
| HASKELL AVE | San Jose | Devonshire | 2 | 2 | 1400 | 1400 | 442 | 311 | 0.316 | 0.222 | A | A | 0.287 | 0.202 | A | A |
| HASKELL AVE | Devonshire | Tuba | 2 | 2 | 1400 | 1400 | 587 | 249 | 0.419 | 0.178 | A | A | 0.381 | 0.162 | A | A |
| HASKELL AVE | Tuba | Lemarsh | 2 | 2 | 1400 | 1400 | 587 | 249 | 0.419 | 0.178 | A | A | 0.381 | 0.162 | A | A |
| HASKELL AVE | Lemarsh | Mayall | 2 | 2 | 1400 | 1400 | 559 | 187 | 0.399 | 0.134 | A | A | 0.363 | 0.121 | A | A |
| HASKELL AVE | Mayall | Stare | 1 | 1 | 600 | 600 | 26 | 43 | 0.043 | 0.072 | A | A | 0.039 | 0.065 | A | A |
| HASKELL AVE | Stare | Septo | 1 | 1 | 600 | 600 | 26 | 43 | 0.043 | 0.072 | A | A | 0.039 | 0.065 | A | A |
| HASKELL AVE | Septo | Lassen | 1 | 1 | 600 | 600 | 26 | 43 | 0.043 | 0.072 | A | A | 0.039 | 0.065 | A | A |
| SAN FERNANDO RD | Sierra Hwy | Ranch Rd | 2 | 2 | 1600 | 1600 | 3,590 | 1,426 | 2.244 | 0.891 | F | D | 2.040 | 0.810 | F | D |
| SAN FERNANDO RD | Ranch Rd | Balboa | 2 | 2 | 1600 | 1600 | 2,134 | 3,585 | 1.334 | 2.241 | F | F | 1.213 | 2.037 | F | F |
| SAN FERNANDO RD | Balboa | Sepulveda | 2 | 2 | 1600 | 1600 | 803 | 2,384 | 0.502 | 1.490 | A | F | 0.456 | 1.355 | A | F |
| SEPULVEDA BLVD (north link) | San Fernando | Roxford | 2 | 2 | 1600 | 1600 | 1,445 | 454 | 0.903 | 0.284 | E | A | 0.821 | 0.258 | D | A |
| SEPULVEDA BLVD (south link) | San Fernando | Roxford | 1 | 1 | 800 | 800 | 1,489 | 467 | 1.861 | 0.584 | F | A | 1.692 | 0.531 | F | A |
| SESNON BLVD | Cascade Canyon | Marcus | 2 | 2 | 1600 | 1600 | 53 | 89 | 0.033 | 0.056 | A | A | 0.030 | 0.051 | A | A |
| SESNON BLVD | Marcus | Neon | 2 | 2 | 1600 | 1600 | 53 | 89 | 0.033 | 0.056 | A | A | 0.030 | 0.051 | A | A |
| SESNON BLVD | Neon | Jolette | 2 | 2 | 1600 | 1600 | 53 | 89 | 0.033 | 0.056 | A | A | 0.030 | 0.051 | A | A |
| SESNON BLVD | Jolette | Bronte | 2 | 2 | 1600 | 1600 | 21 | 22 | 0.013 | 0.014 | A | A | 0.012 | 0.013 | A | A |
| SESNON BLVD | Bronte | Tuscan | 2 | 2 | 1600 | 1600 | 21 | 22 | 0.013 | 0.014 | A | A | 0.012 | 0.013 | A | A |
| SESNON BLVD | Tuscan | Meadowlark | 2 | 2 | 1600 | 1600 | 21 | 22 | 0.013 | 0.014 | A | A | 0.012 | 0.013 | A | A |
| SESNON BLVD | Meadowlark | Orozco | 1 | 1 | 800 | 800 | 138 | 22 | 0.173 | 0.028 | A | A | 0.157 | 0.025 | A | A |
| SESNON BLVD | Orozco | Constable | 1 | 1 | 800 | 800 | 185 | 21 | 0.231 | 0.026 | A | A | 0.210 | 0.024 | A | A |
| SESNON BLVD | Constable | Balboa | 1 | 1 | 800 | 800 | 185 | 21 | 0.231 | 0.026 | A | A | 0.210 | 0.024 | A | A |
| LISETTE ST | Jolette | Jimeno | 1 | 1 | 600 | 600 | 93 | 37 | 0.155 | 0.062 | A | A | 0.141 | 0.056 | A | A |
| LISETTE ST | Jimeno | Balboa | 1 | 1 | 600 | 600 | 248 | 390 | 0.413 | 0.650 | A | B | 0.376 | 0.591 | A | A |
| WESTBURY DR | Daryl | Henzie | 1 | 1 | 600 | 600 | 33 | 33 | 0.055 | 0.055 | A | A | 0.050 | 0.050 | A | A |
| WESTBURY DR | Henzie | Byron | 1 | 1 | 600 | 600 | 33 | 33 | 0.055 | 0.055 | A | A | 0.050 | 0.050 | A | A |
| WESTBURY DR | Byron | Lithuania | 1 | 1 | 600 | 600 | 68 | 26 | 0.113 | 0.043 | A | A | 0.103 | 0.039 | A | A |
| WESTBURY DR | Lithuania | El Oro | 1 | 1 | 600 | 600 | 68 | 26 | 0.113 | 0.043 | A | A | 0.103 | 0.039 | A | A |
| WESTBURY DR | El Oro | Balboa | 1 | 1 | 600 | 600 | 41 | 71 | 0.068 | 0.118 | A | A | 0.062 | 0.108 | A | A |

| Segment | From | To | Off Peak Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service Without ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| ROSNICK PL | El Oro | McLennan | 1 | 1 | 600 | 600 | 14 | 46 | 0.023 | 0.077 | A | A | 0.021 | 0.070 | A | A |
| PINERIDGE DR | McLennan | Kenny | 1 | 1 | 600 | 600 | 58 | 45 | 0.097 | 0.075 | A | A | 0.088 | 0.068 | A | A |
| PINERIDGE DR | Kenny | Catenia | 1 | 1 | 600 | 600 | 33 | 45 | 0.055 | 0.075 | A | A | 0.050 | 0.068 | A | A |
| PINERIDGE DR | Catenia | Knollwood | 1 | 1 | 600 | 600 | 33 | 45 | 0.055 | 0.075 | A | A | 0.050 | 0.068 | A | A |
| PINERIDGE DR | Knollwood | Woodley | 1 | 1 | 600 | 600 | 29 | 48 | 0.048 | 0.080 | A | A | 0.044 | 0.073 | A | A |
| SIGNATURE DR | Louise | El Oro | 1 | 1 | 600 | 600 | 20 | 50 | 0.033 | 0.083 | A | A | 0.030 | 0.076 | A | A |
| REXBON RD | Zelzah | Mayerling | 1 | 1 | 600 | 600 | 48 | 35 | 0.080 | 0.058 | A | A | 0.073 | 0.053 | A | A |
| MIDWOOD DR | El Oro | Balboa | 1 | 1 | 600 | 600 | 41 | 19 | 0.068 | 0.032 | A | A | 0.062 | 0.029 | A | A |
| SHAMHART DR | Knollwood | Woodley | 1 | 1 | 600 | 600 | 56 | 102 | 0.093 | 0.170 | A | A | 0.085 | 0.155 | A | A |
| MAYERLING ST | Shoshone | Babbitt | 1 | 1 | 600 | 600 | 35 | 33 | 0.058 | 0.055 | A | A | 0.053 | 0.050 | A | A |
| BARNESTON ST | Louise | Paso Robles | 1 | 1 | 600 | 600 | 20 | 47 | 0.033 | 0.078 | A | A | 0.030 | 0.071 | A | A |
| ARMSTEAD ST | Gerald | Gothic | 1 | 1 | 600 | 600 | 25 | 35 | 0.042 | 0.058 | A | A | 0.038 | 0.053 | A | A |
| ARMSTEAD ST | Gothic | Woodley | 1 | 1 | 600 | 600 | 41 | 33 | 0.068 | 0.055 | A | A | 0.062 | 0.050 | A | A |
| RINALDI ST | Chimineas | Zelzah | 2 | 2 | 1600 | 1600 | 1,954 | 1,447 | 1.221 | 0.904 | F | E | 1.110 | 0.822 | F | D |
| RINALDI ST | Zelzah | Yarmouth | 2 | 2 | 1600 | 1600 | 2,013 | 1,095 | 1.258 | 0.684 | F | B | 1.144 | 0.622 | F | B |
| RINALDI ST | Yarmouth | Rancho Del Valle | 2 | 2 | 1600 | 1600 | 1,892 | 1,104 | 1.183 | 0.690 | F | B | 1.075 | 0.627 | F | B |
| RINALDI ST | Rancho Del Valle | Ridge Way | 2 | 2 | 1600 | 1600 | 1,909 | 1,050 | 1.193 | 0.656 | F | B | 1.085 | 0.597 | F | A |
| RINALDI ST | Ridge Way | Shoshone | 2 | 2 | 1600 | 1600 | 1,909 | 1,050 | 1.193 | 0.656 | F | B | 1.085 | 0.597 | F | A |
| RINALDI ST | Shoshone | Andasol | 2 | 2 | 1600 | 1600 | 1,542 | 1,017 | 0.964 | 0.636 | E | B | 0.876 | 0.578 | D | A |
| RINALDI ST | Andasol | Louise | 2 | 2 | 1600 | 1600 | 1,238 | 529 | 0.774 | 0.331 | C | A | 0.703 | 0.301 | C | A |
| RINALDI ST | Louise | Babbitt | 2 | 2 | 1600 | 1600 | 1,182 | 529 | 0.739 | 0.331 | C | A | 0.672 | 0.301 | B | A |
| RINALDI ST | Babbitt | Amestoy | 2 | 2 | 1600 | 1600 | 1,182 | 529 | 0.739 | 0.331 | C | A | 0.672 | 0.301 | B | A |
| RINALDI ST | Amestoy | Balboa | 2 | 2 | 1600 | 1600 | 1,182 | 589 | 0.739 | 0.368 | C | A | 0.672 | 0.335 | B | A |
| RINALDI ST | Balboa | Ruffner | 2 | 2 | 1600 | 1600 | 1,465 | 1,395 | 0.916 | 0.872 | E | D | 0.832 | 0.793 | D | C |
| RINALDI ST | Ruffner | Hayvenhurst | 2 | 2 | 1600 | 1600 | 1,582 | 1,311 | 0.989 | 0.819 | E | D | 0.899 | 0.745 | D | C |
| RINALDI ST | Hayvenhurst | Odessa | 2 | 2 | 1600 | 1600 | 1,522 | 1,102 | 0.951 | 0.689 | E | B | 0.865 | 0.626 | D | B |
| RINALDI ST | Odessa | Swinton | 2 | 2 | 1600 | 1600 | 1,547 | 1,153 | 0.967 | 0.721 | E | C | 0.879 | 0.655 | D | B |
| RINALDI ST | Swinton | Woodley | 2 | 2 | 1600 | 1600 | 1,477 | 1,168 | 0.923 | 0.730 | E | C | 0.839 | 0.664 | D | B |
| RINALDI ST | Woodley | Gaynor | 2 | 2 | 1600 | 1600 | 2,061 | 1,698 | 1.288 | 1.061 | F | F | 1.171 | 0.965 | F | E |
| RINALDI ST | Gaynor | Haskell | 2 | 2 | 1600 | 1600 | 2,064 | 1,708 | 1.290 | 1.068 | F | F | 1.173 | 0.970 | F | E |
| RINALDI ST | Haskell | Blucher | 2 | 2 | 1600 | 1600 | 2,510 | 1,941 | 1.569 | 1.213 | F | F | 1.426 | 1.103 | F | F |
| RINALDI ST | Blucher | 405 Fwy | 2 | 2 | 1600 | 1600 | 1,372 | 1,258 | 0.858 | 0.786 | D | C | 0.780 | 0.715 | C | C |
| INDEX ST | Yarmouth | Aldea | 1 | 1 | 600 | 600 | 398 | 519 | 0.663 | 0.865 | B | D | 0.603 | 0.786 | B | C |
| INDEX ST | Aldea | Amestoy | 1 | 1 | 600 | 600 | 393 | 368 | 0.655 | 0.613 | B | B | 0.595 | 0.558 | A | A |
| INDEX ST | Amestoy | Balboa | 1 | 1 | 600 | 600 | 393 | 368 | 0.655 | 0.613 | B | B | 0.595 | 0.558 | A | A |
| INDEX ST | Balboa | McLennan | 1 | 1 | 600 | 600 | 376 | 173 | 0.627 | 0.288 | B | A | 0.570 | 0.262 | A | A |
| INDEX ST | McLennan | Ruffner | 1 | 1 | 600 | 600 | 344 | 115 | 0.573 | 0.192 | A | A | 0.521 | 0.174 | A | A |
| INDEX ST | Ruffner | Danube | 1 | 1 | 600 | 600 | 364 | 315 | 0.607 | 0.525 | B | A | 0.552 | 0.477 | A | A |
| SAN FERNANDO MISSION | Chimineas | Lindley | 2 | 2 | 1400 | 1400 | 845 | 499 | 0.604 | 0.356 | B | A | 0.549 | 0.324 | A | A |
| SAN FERNANDO MISSION | Lindley | Zelzah | 1 | 1 | 700 | 700 | 772 | 483 | 1.103 | 0.690 | F | B | 1.003 | 0.627 | F | B |
| SAN FERNANDO MISSION | Zelzah | Yarmouth | 1 | 1 | 700 | 700 | 782 | 500 | 1.117 | 0.714 | F | C | 1.016 | 0.649 | F | B |
| SAN FERNANDO MISSION | Yarmouth | Shoshone | 1 | 1 | 700 | 700 | 788 | 632 | 1.126 | 0.903 | F | E | 1.023 | 0.821 | F | D |
| SAN FERNANDO MISSION | Shoshone | Encino | 1 | 1 | 700 | 700 | 750 | 612 | 1.071 | 0.874 | F | D | 0.974 | 0.795 | E | C |
| SAN FERNANDO MISSION | Encino | Andasol | 1 | 1 | 700 | 700 | 762 | 609 | 1.089 | 0.870 | F | D | 0.990 | 0.791 | E | C |
| SAN FERNANDO MISSION | Andasol | Louise | 1 | 1 | 700 | 700 | 762 | 609 | 1.089 | 0.870 | F | D | 0.990 | 0.791 | E | C |
| SAN FERNANDO MISSION | Louise | Amestoy | 2 | 2 | 1400 | 1400 | 989 | 791 | 0.706 | 0.565 | C | A | 0.642 | 0.514 | B | A |
| SAN FERNANDO MISSION | Amestoy | Paso Robles | 2 | 2 | 1400 | 1400 | 1,155 | 904 | 0.825 | 0.646 | D | B | 0.750 | 0.587 | C | A |
| SAN FERNANDO MISSION | Paso Robles | Balboa | 2 | 2 | 1400 | 1400 | 1,155 | 904 | 0.825 | 0.646 | D | B | 0.750 | 0.587 | C | A |
| SAN FERNANDO MISSION | Balboa | Petit | 2 | 2 | 1400 | 1400 | 1,080 | 685 | 0.771 | 0.489 | C | A | 0.701 | 0.445 | C | A |
| SAN FERNANDO MISSION | Petit | Ruffner | 2 | 2 | 1400 | 1400 | 1,080 | 685 | 0.771 | 0.489 | C | A | 0.701 | 0.445 | C | A |
| SAN FERNANDO MISSION | Ruffner | Gerald | 2 | 2 | 1400 | 1400 | 974 | 676 | 0.696 | 0.483 | B | A | 0.632 | 0.439 | B | A |
| SAN FERNANDO MISSION | Gerald | Hayvenhurst | 2 | 2 | 1400 | 1400 | 974 | 676 | 0.696 | 0.483 | B | A | 0.632 | 0.439 | B | A |
| SAN FERNANDO MISSION | Hayvenhurst | Monogram | 2 | 2 | 1400 | 1400 | 1,195 | 991 | 0.854 | 0.708 | D | C | 0.776 | 0.644 | C | B |
| SAN FERNANDO MISSION | Monogram | Gothic | 2 | 2 | 1400 | 1400 | 1,195 | 991 | 0.854 | 0.708 | D | C | 0.776 | 0.644 | C | B |
| SAN FERNANDO MISSION | Gothic | Haskell | 2 | 2 | 1400 | 1400 | 1,166 | 993 | 0.833 | 0.709 | D | C | 0.757 | 0.645 | C | B |
| SAN FERNANDO MISSION | Haskell | Danube | 2 | 2 | 1400 | 1400 | 903 | 882 | 0.645 | 0.630 | B | B | 0.586 | 0.573 | A | A |
| SAN FERNANDO MISSION | Danube | Blucher | 2 | 2 | 1400 | 1400 | 903 | 882 | 0.645 | 0.630 | B | B | 0.586 | 0.573 | A | A |
| SAN FERNANDO MISSION | Blucher | 405 Fwy | 2 | 2 | 1400 | 1400 | 903 | 882 | 0.645 | 0.630 | B | B | 0.586 | 0.573 | A | A |

| Segment | From | To | Off Peak Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service Without ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| TULSA ST | Lindley | Louise | 1 | 1 | 600 | 600 | 516 | 390 | 0.860 | 0.650 | D | B | 0.782 | 0.591 | C | A |
| TULSA ST | Louise | Paso Robles | 1 | 1 | 600 | 600 | 248 | 224 | 0.413 | 0.373 | A | A | 0.376 | 0.339 | A | A |
| TULSA ST | Paso Robles | Balboa | 1 | 1 | 600 | 600 | 269 | 261 | 0.448 | 0.435 | A | A | 0.408 | 0.395 | A | A |
| TULSA ST | Balboa | Hayvenhurst | 1 | 1 | 600 | 600 | 192 | 139 | 0.320 | 0.232 | A | A | 0.291 | 0.211 | A | A |
| TULSA ST | Hayvenhurst | Monogram | 1 | 1 | 600 | 600 | 42 | 47 | 0.070 | 0.078 | A | A | 0.064 | 0.071 | A | A |
| TULSA ST | Monogram | Gothic | 1 | 1 | 600 | 600 | 42 | 47 | 0.070 | 0.078 | A | A | 0.064 | 0.071 | A | A |
| JONFIN ST | Gothic | end | 1 | 1 | 600 | 600 | 36 | 43 | 0.060 | 0.072 | A | A | 0.055 | 0.065 | A | A |
| CHATSWORTH ST | Etiwanda | Lindley | 2 | 2 | 1400 | 1400 | 2,420 | 1,903 | 1.729 | 1.359 | F | F | 1.571 | 1.236 | F | F |
| CHATSWORTH ST | Lindley | Zelzah | 2 | 2 | 1400 | 1400 | 2,430 | 1,916 | 1.736 | 1.369 | F | F | 1.578 | 1.244 | F | F |
| CHATSWORTH ST | Zelzah | Yarmouth | 2 | 2 | 1400 | 1400 | 1,737 | 1,100 | 1.241 | 0.786 | F | C | 1.128 | 0.714 | F | C |
| CHATSWORTH ST | Yarmouth | White Oak | 2 | 2 | 1400 | 1400 | 1,737 | 1,100 | 1.241 | 0.786 | F | C | 1.128 | 0.714 | F | C |
| CHATSWORTH ST | White Oak | Shoshone | 2 | 2 | 1400 | 1400 | 1,246 | 545 | 0.890 | 0.389 | D | A | 0.809 | 0.354 | D | A |
| CHATSWORTH ST | Shoshone | Encino | 2 | 2 | 1400 | 1400 | 1,246 | 545 | 0.890 | 0.389 | D | A | 0.809 | 0.354 | D | A |
| CHATSWORTH ST | Encino | Andasol | 2 | 2 | 1400 | 1400 | 1,494 | 672 | 1.067 | 0.480 | F | A | 0.970 | 0.436 | E | A |
| CHATSWORTH ST | Andasol | Louise | 2 | 2 | 1400 | 1400 | 1,494 | 672 | 1.067 | 0.480 | F | A | 0.970 | 0.436 | E | A |
| CHATSWORTH ST | Louise | Aldea | 2 | 2 | 1400 | 1400 | 1,680 | 955 | 1.200 | 0.682 | F | B | 1.091 | 0.620 | F | B |
| CHATSWORTH ST | Aldea | Genesta | 2 | 2 | 1400 | 1400 | 1,744 | 977 | 1.246 | 0.698 | F | B | 1.132 | 0.634 | F | B |
| CHATSWORTH ST | Genesta | Balboa | 2 | 2 | 1400 | 1400 | 1,696 | 1,055 | 1.211 | 0.754 | F | C | 1.101 | 0.685 | F | B |
| CHATSWORTH ST | Balboa | Petit | 2 | 2 | 1400 | 1400 | 1,151 | 1,025 | 0.822 | 0.732 | D | C | 0.747 | 0.666 | C | B |
| CHATSWORTH ST | Petit | Hayvenhurst | 2 | 2 | 1400 | 1400 | 1,151 | 1,020 | 0.822 | 0.729 | D | C | 0.747 | 0.662 | C | B |
| CHATSWORTH ST | Hayvenhurst | Debra | 2 | 2 | 1400 | 1400 | 960 | 719 | 0.686 | 0.514 | B | A | 0.623 | 0.467 | B | A |
| CHATSWORTH ST | Debra | Gothic | 2 | 2 | 1400 | 1400 | 960 | 719 | 0.686 | 0.514 | B | A | 0.623 | 0.467 | B | A |
| CHATSWORTH ST | Gothic | Swinton | 2 | 2 | 1400 | 1400 | 959 | 719 | 0.685 | 0.514 | B | A | 0.623 | 0.467 | B | A |
| CHATSWORTH ST | Swinton | Woodley | 2 | 2 | 1400 | 1400 | 959 | 719 | 0.685 | 0.514 | B | A | 0.623 | 0.467 | B | A |
| CHATSWORTH ST | Woodley | Gaviota | 2 | 2 | 1400 | 1400 | 790 | 695 | 0.564 | 0.496 | A | A | 0.513 | 0.451 | A | A |
| CHATSWORTH ST | Gaviota | Gaynor | 2 | 2 | 1400 | 1400 | 790 | 695 | 0.564 | 0.496 | A | A | 0.513 | 0.451 | A | A |
| CHATSWORTH ST | Gaynor | Haskell | 2 | 2 | 1400 | 1400 | 790 | 695 | 0.564 | 0.496 | A | A | 0.513 | 0.451 | A | A |
| CHATSWORTH ST | Haskell | Aqueduct | 2 | 2 | 1400 | 1400 | 1,227 | 781 | 0.876 | 0.558 | D | A | 0.797 | 0.507 | C | A |
| CHATSWORTH ST | Aqueduct | 405 Fwy | 2 | 2 | 1400 | 1400 | 1,227 | 781 | 0.876 | 0.558 | D | A | 0.797 | 0.507 | C | A |
| SAN JOSE ST | Zelzah | Yarmouth | 1 | 1 | 600 | 600 | 426 | 386 | 0.710 | 0.643 | C | B | 0.645 | 0.585 | B | A |
| SAN JOSE ST | Yarmouth | Jellico | 1 | 1 | 600 | 600 | 788 | 718 | 1.313 | 1.197 | F | F | 1.194 | 1.088 | F | F |
| SAN JOSE ST | Jellico | Shoshone | 1 | 1 | 600 | 600 | 601 | 665 | 1.002 | 1.108 | F | F | 0.911 | 1.008 | E | F |
| SAN JOSE ST | Shoshone | Encino | 1 | 1 | 600 | 600 | 601 | 665 | 1.002 | 1.108 | F | F | 0.911 | 1.008 | E | F |
| SAN JOSE ST | Encino | Bianca | 1 | 1 | 600 | 600 | 591 | 575 | 0.985 | 0.958 | E | E | 0.895 | 0.871 | D | D |
| SAN JOSE ST | Bianca | Andasol | 1 | 1 | 600 | 600 | 591 | 575 | 0.985 | 0.958 | E | E | 0.895 | 0.871 | D | D |
| SAN JOSE ST | Andasol | Genesta | 1 | 1 | 600 | 600 | 591 | 575 | 0.985 | 0.958 | E | E | 0.895 | 0.871 | D | D |
| SAN JOSE ST | Genesta | Balboa | 1 | 1 | 600 | 600 | 465 | 354 | 0.775 | 0.590 | C | A | 0.705 | 0.536 | C | A |
| SAN JOSE ST | Balboa | Danube | 1 | 1 | 600 | 600 | 411 | 197 | 0.685 | 0.328 | B | A | 0.623 | 0.298 | B | A |
| DEVONSHIRE ST | Etiwanda | Zelzah | 3 | 2 | 2400 | 1600 | 1,559 | 1,310 | 0.650 | 0.819 | B | D | 0.591 | 0.744 | A | C |
| DEVONSHIRE ST | Lindley | Zelzah | 3 | 2 | 2400 | 1600 | 1,559 | 1,310 | 0.650 | 0.819 | B | D | 0.591 | 0.744 | A | C |
| DEVONSHIRE ST | Zelzah | White Oak | 2 | 2 | 1600 | 1600 | 1,003 | 597 | 0.627 | 0.373 | B | A | 0.570 | 0.339 | A | A |
| DEVONSHIRE ST | White Oak | Encino | 2 | 2 | 1600 | 1600 | 756 | 234 | 0.473 | 0.146 | A | A | 0.430 | 0.133 | A | A |
| DEVONSHIRE ST | Encino | Andasol | 2 | 2 | 1600 | 1600 | 945 | 539 | 0.591 | 0.337 | A | A | 0.537 | 0.306 | A | A |
| DEVONSHIRE ST | Andasol | Louise | 2 | 2 | 1600 | 1600 | 945 | 539 | 0.591 | 0.337 | A | A | 0.537 | 0.306 | A | A |
| DEVONSHIRE ST | Louise | Amestoy | 2 | 3 | 1600 | 2400 | 860 | 395 | 0.538 | 0.165 | A | A | 0.489 | 0.150 | A | A |
| DEVONSHIRE ST | Amestoy | Balboa | 2 | 3 | 1600 | 2400 | 1,149 | 648 | 0.718 | 0.270 | C | A | 0.653 | 0.245 | B | A |
| DEVONSHIRE ST | Balboa | Petit | 3 | 3 | 2400 | 2400 | 824 | 447 | 0.343 | 0.186 | A | A | 0.312 | 0.169 | A | A |
| DEVONSHIRE ST | Petit | Ruffner | 3 | 3 | 2400 | 2400 | 617 | 352 | 0.257 | 0.147 | A | A | 0.234 | 0.133 | A | A |
| DEVONSHIRE ST | Ruffner | Hayvenhurst | 3 | 3 | 2400 | 2400 | 617 | 352 | 0.257 | 0.147 | A | A | 0.234 | 0.133 | A | A |
| DEVONSHIRE ST | Hayvenhurst | Gothic | 2 | 2 | 1600 | 1600 | 1,307 | 1,031 | 0.817 | 0.644 | D | B | 0.743 | 0.586 | C | A |
| DEVONSHIRE ST | Gothic | Woodley | 2 | 2 | 1600 | 1600 | 1,016 | 654 | 0.635 | 0.409 | B | A | 0.577 | 0.372 | A | A |
| DEVONSHIRE ST | Woodley | Montgomery | 2 | 2 | 1600 | 1600 | 1,200 | 855 | 0.750 | 0.534 | C | A | 0.682 | 0.486 | B | A |
| DEVONSHIRE ST | Montgomery | Densmore | 2 | 2 | 1600 | 1600 | 1,264 | 942 | 0.790 | 0.589 | C | A | 0.718 | 0.535 | C | A |
| DEVONSHIRE ST | Densmore | Haskell | 2 | 2 | 1600 | 1600 | 1,264 | 942 | 0.790 | 0.589 | C | A | 0.718 | 0.535 | C | A |
| DEVONSHIRE ST | Haskell | Aqueduct | 2 | 2 | 1600 | 1600 | 1,606 | 1,120 | 1.004 | 0.700 | F | C | 0.913 | 0.636 | E | B |
| DEVONSHIRE ST | Aqueduct | Blucher | 2 | 2 | 1600 | 1600 | 1,606 | 1,120 | 1.004 | 0.700 | F | C | 0.913 | 0.636 | E | B |
| DEVONSHIRE ST | Blucher | 405 Fwy | 3 | 3 | 2400 | 2400 | 1,606 | 1,110 | 0.669 | 0.463 | B | A | 0.608 | 0.420 | B | A |
| MAYALL ST | Balboa | end | 1 | 1 | 600 | 600 | 420 | 390 | 0.700 | 0.650 | C | B | 0.636 | 0.591 | B | A |

| Segment | From | To | Off Peak Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service Without ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| MAYALL ST | Ruffner | Odessa | 1 | 1 | 600 | 600 | 45 | 37 | 0.075 | 0.062 | A | A | 0.068 | 0.056 | A | A |
| MAYALL ST | Gothic | Haskell | 1 | 1 | 600 | 600 | 127 | 154 | 0.212 | 0.257 | A | A | 0.192 | 0.233 | A | A |
| LASSEN ST | Balboa | Whitaker | 2 | 2 | 1400 | 1400 | 1,547 | 1,118 | 1.105 | 0.799 | F | C | 1.005 | 0.726 | F | C |
| LASSEN ST | Whitaker | Petit | 2 | 2 | 1400 | 1400 | 1,547 | 1,118 | 1.105 | 0.799 | F | C | 1.005 | 0.726 | F | C |
| LASSEN ST | Petit | Ruffner | 2 | 2 | 1400 | 1400 | 1,547 | 1,118 | 1.105 | 0.799 | F | C | 1.005 | 0.726 | F | C |
| LASSEN ST | Ruffner | Hayvenhurst | 2 | 2 | 1400 | 1400 | 1,547 | 1,118 | 1.105 | 0.799 | F | C | 1.005 | 0.726 | F | C |
| LASSEN ST | Hayvenhurst | Monogram | 2 | 2 | 1400 | 1400 | 1,536 | 1,313 | 1.097 | 0.938 | F | E | 0.997 | 0.853 | E | D |
| LASSEN ST | Monogram | Gothic | 2 | 2 | 1400 | 1400 | 1,536 | 1,313 | 1.097 | 0.938 | F | E | 0.997 | 0.853 | E | D |
| LASSEN ST | Gothic | Woodley | 2 | 2 | 1400 | 1400 | 1,156 | 1,230 | 0.826 | 0.879 | D | D | 0.751 | 0.799 | C | C |
| LASSEN ST | Woodley | Montgomery | 2 | 2 | 1400 | 1400 | 1,383 | 1,380 | 0.988 | 0.986 | E | E | 0.898 | 0.896 | D | D |
| LASSEN ST | Montgomery | Gloria | 2 | 2 | 1400 | 1400 | 1,383 | 1,380 | 0.988 | 0.986 | E | E | 0.898 | 0.896 | D | D |
| LASSEN ST | Gloria | Haskell | 2 | 2 | 1400 | 1400 | 1,383 | 1,380 | 0.988 | 0.986 | E | E | 0.898 | 0.896 | D | D |
| LASSEN ST | Haskell | Aqueduct | 2 | 2 | 1400 | 1400 | 1,320 | 1,246 | 0.943 | 0.890 | E | D | 0.857 | 0.809 | D | D |
| LASSEN ST | Aqueduct | 405 Fwy | 2 | 2 | 1400 | 1400 | 1,320 | 1,246 | 0.943 | 0.890 | E | D | 0.857 | 0.809 | D | D |

| | | | | | Weighted V/C |
|---|---|---|---|---|---|
| Total Links | 362 | 362 | 724 | | |
| Links at E or F (with ATSAC) | 79 | 33 | 112 | 15% | 0.903 |

| Segment | From | To | Off Peak Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service Without ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| LINDLEY AVE | San Fern. Mission | Ludlow | 1 | 1 | 600 | 600 | 17 | 57 | 0.028 | 0.095 | A | A | 0.026 | 0.086 | A | A |
| LINDLEY AVE | Ludlow | Horace | 1 | 1 | 600 | 600 | 17 | 57 | 0.028 | 0.095 | A | A | 0.026 | 0.086 | A | A |
| LINDLEY AVE | Horace | Tulsa Pl | 1 | 1 | 600 | 600 | 17 | 57 | 0.028 | 0.095 | A | A | 0.026 | 0.086 | A | A |
| LINDLEY AVE | Tulsa Pl | Kingsbury | 1 | 1 | 600 | 600 | 70 | 16 | 0.117 | 0.027 | A | A | 0.106 | 0.024 | A | A |
| LINDLEY AVE | Kingsbury | Hiawatha | 1 | 1 | 600 | 600 | 70 | 16 | 0.117 | 0.027 | A | A | 0.106 | 0.024 | A | A |
| LINDLEY AVE | Hiawatha | Devonshire | 1 | 1 | 600 | 600 | 70 | 16 | 0.117 | 0.027 | A | A | 0.106 | 0.024 | A | A |
| ZELZAH AVE | End | Ridgeway | 1 | 1 | 600 | 600 | 30 | 35 | 0.050 | 0.058 | A | A | 0.045 | 0.053 | A | A |
| ZELZAH AVE | Ridgeway | Newcastle | 1 | 1 | 600 | 600 | 49 | 48 | 0.082 | 0.080 | A | A | 0.074 | 0.073 | A | A |
| ZELZAH AVE | Newcastle | Lerdo | 1 | 1 | 600 | 600 | 49 | 48 | 0.082 | 0.080 | A | A | 0.074 | 0.073 | A | A |
| ZELZAH AVE | Lerdo | Rinaldi | 1 | 1 | 600 | 600 | 49 | 48 | 0.082 | 0.080 | A | A | 0.074 | 0.073 | A | A |
| ZELZAH AVE | Rinaldi | SR-118 | 1 | 1 | 600 | 600 | 650 | 78 | 1.083 | 0.130 | F | A | 0.985 | 0.118 | E | A |
| ZELZAH AVE | SR-118 | Simonds | 1 | 1 | 600 | 600 | 120 | 587 | 0.200 | 0.978 | A | E | 0.182 | 0.889 | A | D |
| ZELZAH AVE | Simonds | Index | 1 | 1 | 600 | 600 | 644 | 567 | 1.073 | 0.945 | F | E | 0.976 | 0.859 | E | D |
| ZELZAH AVE | Index | Donmetz | 1 | 1 | 600 | 600 | 644 | 567 | 1.073 | 0.945 | F | E | 0.976 | 0.859 | E | D |
| ZELZAH AVE | Donmetz | Lahey | 1 | 1 | 600 | 600 | 644 | 567 | 1.073 | 0.945 | F | E | 0.976 | 0.859 | E | D |
| ZELZAH AVE | Lahey | San Fern. Mission | 1 | 1 | 600 | 600 | 644 | 567 | 1.073 | 0.945 | F | E | 0.976 | 0.859 | E | D |
| ZELZAH AVE | San Fern. Mission | Horace | 1 | 1 | 600 | 600 | 820 | 692 | 1.367 | 1.153 | F | F | 1.242 | 1.048 | F | F |
| ZELZAH AVE | Horace | Tulsa St | 1 | 1 | 600 | 600 | 820 | 692 | 1.367 | 1.153 | F | F | 1.242 | 1.048 | F | F |
| ZELZAH AVE | Tulsa St | Tribune St | 1 | 1 | 600 | 600 | 823 | 692 | 1.372 | 1.153 | F | F | 1.247 | 1.048 | F | F |
| ZELZAH AVE | Tribune St | Los Alimos | 1 | 1 | 600 | 600 | 921 | 711 | 1.535 | 1.185 | F | F | 1.395 | 1.077 | F | F |
| ZELZAH AVE | Los Alimos | Chatsworth | 1 | 1 | 600 | 600 | 921 | 711 | 1.535 | 1.185 | F | F | 1.395 | 1.077 | F | F |
| ZELZAH AVE | Chatsworth | Kingsbury | 2 | 2 | 1400 | 1400 | 1,061 | 634 | 0.758 | 0.453 | C | A | 0.689 | 0.412 | B | A |
| ZELZAH AVE | Kingsbury | San Jose | 2 | 2 | 1400 | 1400 | 1,061 | 634 | 0.758 | 0.453 | C | A | 0.689 | 0.412 | B | A |
| ZELZAH AVE | San Jose | Hiawatha | 2 | 2 | 1400 | 1400 | 1,360 | 880 | 0.971 | 0.629 | E | B | 0.883 | 0.571 | D | A |
| ZELZAH AVE | Hiawatha | Devonshire | 2 | 2 | 1400 | 1400 | 1,360 | 880 | 0.971 | 0.629 | E | B | 0.883 | 0.571 | D | A |
| WHITE OAK AVE | Rinaldi | San Fern. Mission | 2 | 2 | 1200 | 1200 | 272 | 37 | 0.227 | 0.031 | A | A | 0.206 | 0.028 | A | A |
| WHITE OAK AVE | San Fern. Mission | Los Alimos | 1 | 1 | 600 | 600 | 1,098 | 618 | 1.830 | 1.030 | F | F | 1.664 | 0.936 | F | E |
| WHITE OAK AVE | Los Alimos | Chatsworth | 1 | 1 | 600 | 600 | 1,010 | 674 | 1.683 | 1.123 | F | F | 1.530 | 1.021 | F | F |
| WHITE OAK AVE | Chatsworth | Kingsbury | 1 | 1 | 600 | 600 | 507 | 389 | 0.845 | 0.648 | D | B | 0.768 | 0.589 | C | A |
| WHITE OAK AVE | Kingsbury | San Jose | 1 | 1 | 600 | 600 | 507 | 389 | 0.845 | 0.648 | D | B | 0.768 | 0.589 | C | A |
| WHITE OAK AVE | San Jose | Devonshire | 2 | 2 | 1200 | 1200 | 245 | 119 | 0.204 | 0.099 | A | A | 0.186 | 0.090 | A | A |
| MAYERLING ST | Rexbon | Lerdo | 1 | 1 | 600 | 600 | 42 | 26 | 0.070 | 0.043 | A | A | 0.064 | 0.039 | A | A |
| MAYERLING ST | Lerdo | Wood Ranch | 1 | 1 | 600 | 600 | 42 | 26 | 0.070 | 0.043 | A | A | 0.064 | 0.039 | A | A |
| MAYERLING ST | Wood Ranch | Jellico | 1 | 1 | 600 | 600 | 18 | 12 | 0.030 | 0.020 | A | A | 0.027 | 0.018 | A | A |
| MAYERLING ST | Jellico | Shoshone | 1 | 1 | 600 | 600 | 18 | 12 | 0.030 | 0.020 | A | A | 0.027 | 0.018 | A | A |
| DARYL AVE | Trosa | Bradford | 1 | 1 | 600 | 600 | 36 | 12 | 0.060 | 0.020 | A | A | 0.055 | 0.018 | A | A |
| MEADOWLARK AVE | Sesnon | Westbury | 1 | 1 | 600 | 600 | 260 | 49 | 0.433 | 0.082 | A | A | 0.394 | 0.074 | A | A |
| NUGENT DR | Westbury | Angelaine | 1 | 1 | 600 | 600 | 505 | 40 | 0.842 | 0.067 | D | A | 0.765 | 0.061 | C | A |
| NUGENT DR | Angelaine | Bradford | 1 | 1 | 600 | 600 | 505 | 40 | 0.842 | 0.067 | D | A | 0.765 | 0.061 | C | A |
| NUGENT DR | Bradford | Shoshone | 1 | 1 | 600 | 600 | 606 | 99 | 1.010 | 0.165 | F | A | 0.918 | 0.150 | E | A |
| SHOSHONE AVE | Nugent | Highwater | 1 | 1 | 600 | 600 | 551 | 71 | 0.918 | 0.118 | E | A | 0.835 | 0.108 | D | A |
| SHOSHONE AVE | Highwater | Mayerling | 1 | 1 | 600 | 600 | 896 | 318 | 1.493 | 0.530 | F | A | 1.358 | 0.482 | F | A |
| SHOSHONE AVE | Mayerling | Flanders | 1 | 1 | 600 | 600 | 874 | 303 | 1.457 | 0.505 | F | A | 1.324 | 0.459 | F | A |
| SHOSHONE AVE | Flanders | Rinaldi | 1 | 1 | 600 | 600 | 874 | 303 | 1.457 | 0.505 | F | A | 1.324 | 0.459 | F | A |
| TROSA ST | Jolette | Neon Way | 1 | 1 | 600 | 600 | 32 | 28 | 0.053 | 0.047 | A | A | 0.048 | 0.042 | A | A |
| JOLETTE AVE | Garris | Nanette | 1 | 1 | 600 | 600 | 51 | 51 | 0.085 | 0.085 | A | A | 0.077 | 0.077 | A | A |
| JOLETTE AVE | Nanette | Dorina | 1 | 1 | 600 | 600 | 328 | 40 | 0.547 | 0.067 | A | A | 0.497 | 0.061 | A | A |
| JOLETTE AVE | Dorina | Darla | 1 | 1 | 600 | 600 | 328 | 40 | 0.547 | 0.067 | A | A | 0.497 | 0.061 | A | A |
| JOLETTE AVE | Darla | Westbury | 1 | 1 | 600 | 600 | 328 | 40 | 0.547 | 0.067 | A | A | 0.497 | 0.061 | A | A |
| JOLETTE AVE | Westbury | Paulette | 1 | 1 | 600 | 600 | 123 | 66 | 0.205 | 0.110 | A | A | 0.186 | 0.100 | A | A |
| JOLETTE AVE | Paulette | Jeanine | 1 | 1 | 600 | 600 | 142 | 120 | 0.237 | 0.200 | A | A | 0.215 | 0.182 | A | A |
| JOLETTE AVE | Jeanine | Rosnick | 1 | 1 | 600 | 600 | 142 | 120 | 0.237 | 0.200 | A | A | 0.215 | 0.182 | A | A |
| JOLETTE AVE | Rosnick | Balboa | 1 | 1 | 600 | 600 | 69 | 121 | 0.115 | 0.202 | A | A | 0.105 | 0.183 | A | A |
| BRADFORD PL | Cascade Canyon | Nugent | 1 | 1 | 600 | 600 | 26 | 35 | 0.043 | 0.058 | A | A | 0.039 | 0.053 | A | A |
| BRADFORD PL | Nugent | Tilford | 1 | 1 | 600 | 600 | 49 | 67 | 0.082 | 0.112 | A | A | 0.074 | 0.102 | A | A |
| BRADFORD PL | Tilford | Firma | 1 | 1 | 600 | 600 | 49 | 67 | 0.082 | 0.112 | A | A | 0.074 | 0.102 | A | A |
| BRADFORD PL | Firma | Sunderland | 1 | 1 | 600 | 600 | 49 | 67 | 0.082 | 0.112 | A | A | 0.074 | 0.102 | A | A |
| BRADFORD PL | Sunderland | Bambi | 1 | 1 | 600 | 600 | 215 | 33 | 0.358 | 0.055 | A | A | 0.326 | 0.050 | A | A |
| BRADFORD PL | Bambi | Jeanette | 1 | 1 | 600 | 600 | 215 | 33 | 0.358 | 0.055 | A | A | 0.326 | 0.050 | A | A |
| BRADFORD PL | Jeanette | Dresden | 1 | 1 | 600 | 600 | 215 | 33 | 0.358 | 0.055 | A | A | 0.326 | 0.050 | A | A |
| BRADFORD PL | Dresden | Mindora | 1 | 1 | 600 | 600 | 215 | 33 | 0.358 | 0.055 | A | A | 0.326 | 0.050 | A | A |

| Segment | From | To | Off Peak Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service Without ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| BRADFORD PL | Mindora | Signature | 1 | 1 | 600 | 600 | 215 | 33 | 0.358 | 0.055 | A | A | 0.326 | 0.050 | A | A |
| EL ORO WAY | Rosnick | Ceredo | 1 | 1 | 600 | 600 | 72 | 50 | 0.120 | 0.083 | A | A | 0.109 | 0.076 | A | A |
| EL ORO WAY | Ceredo | Mandarin | 1 | 1 | 600 | 600 | 72 | 50 | 0.120 | 0.083 | A | A | 0.109 | 0.076 | A | A |
| EL ORO WAY | Mandarin | Signature | 1 | 1 | 600 | 600 | 72 | 32 | 0.120 | 0.053 | A | A | 0.109 | 0.048 | A | A |
| EL ORO WAY | Signature | Paso Robles | 1 | 1 | 600 | 600 | 265 | 13 | 0.442 | 0.022 | A | A | 0.402 | 0.020 | A | A |
| EL ORO WAY | Paso Robles | Midwood | 1 | 1 | 600 | 600 | 265 | 13 | 0.442 | 0.022 | A | A | 0.402 | 0.020 | A | A |
| EL ORO WAY | Midwood | Paso Robles | 1 | 1 | 600 | 600 | 265 | 13 | 0.442 | 0.022 | A | A | 0.402 | 0.020 | A | A |
| PASO ROBLES AVE | Midwood | Barneston | 1 | 1 | 600 | 600 | 265 | 13 | 0.442 | 0.022 | A | A | 0.402 | 0.020 | A | A |
| PASO ROBLES AVE | Barneston | Galesberg | 1 | 1 | 600 | 600 | 203 | 37 | 0.338 | 0.062 | A | A | 0.308 | 0.056 | A | A |
| PASO ROBLES AVE | Galesberg | Lorillard | 1 | 1 | 600 | 600 | 203 | 37 | 0.338 | 0.062 | A | A | 0.308 | 0.056 | A | A |
| PASO ROBLES AVE | Lorillard | Gunther | 1 | 1 | 600 | 600 | 203 | 37 | 0.338 | 0.062 | A | A | 0.308 | 0.056 | A | A |
| PASO ROBLES AVE | Gunther | Halsey | 1 | 1 | 600 | 600 | 203 | 37 | 0.338 | 0.062 | A | A | 0.308 | 0.056 | A | A |
| ENCINO AVE | Rinaldi | Kalisher | 1 | 1 | 600 | 600 | 455 | 214 | 0.758 | 0.357 | C | A | 0.689 | 0.324 | B | A |
| ENCINO AVE | Kalisher | Index | 1 | 1 | 600 | 600 | 455 | 214 | 0.758 | 0.357 | C | A | 0.689 | 0.324 | B | A |
| ENCINO AVE | Index | Donmetz | 1 | 1 | 600 | 600 | 60 | 41 | 0.100 | 0.068 | A | A | 0.091 | 0.062 | A | A |
| ENCINO AVE | Donmetz | Lahey | 1 | 1 | 600 | 600 | 12 | 16 | 0.020 | 0.027 | A | A | 0.018 | 0.024 | A | A |
| ENCINO AVE | Lahey | San Fern. Mission | 1 | 1 | 600 | 600 | 12 | 16 | 0.020 | 0.027 | A | A | 0.018 | 0.024 | A | A |
| ENCINO AVE | San Fern. Mission | Ludlow | 1 | 1 | 600 | 600 | 15 | 14 | 0.025 | 0.023 | A | A | 0.023 | 0.021 | A | A |
| ENCINO AVE | Ludlow | Horace | 1 | 1 | 600 | 600 | 15 | 14 | 0.025 | 0.023 | A | A | 0.023 | 0.021 | A | A |
| ENCINO AVE | Horace | Tulsa | 1 | 1 | 600 | 600 | 15 | 14 | 0.025 | 0.023 | A | A | 0.023 | 0.021 | A | A |
| ENCINO AVE | Tulsa | Tribune | 1 | 1 | 600 | 600 | 31 | 43 | 0.052 | 0.072 | A | A | 0.047 | 0.065 | A | A |
| ENCINO AVE | Tribune | Los Alimos | 1 | 1 | 600 | 600 | 31 | 43 | 0.052 | 0.072 | A | A | 0.047 | 0.065 | A | A |
| ENCINO AVE | Los Alimos | Chatsworth | 1 | 1 | 600 | 600 | 76 | 43 | 0.127 | 0.072 | A | A | 0.115 | 0.065 | A | A |
| ENCINO AVE | Chatsworth | Kingsbury | 1 | 1 | 600 | 600 | 341 | 217 | 0.568 | 0.362 | A | A | 0.517 | 0.329 | A | A |
| ENCINO AVE | Kingsbury | San Jose | 1 | 1 | 600 | 600 | 66 | 14 | 0.110 | 0.023 | A | A | 0.100 | 0.021 | A | A |
| ENCINO AVE | San Jose | Hiawatha | 1 | 1 | 600 | 600 | 474 | 322 | 0.790 | 0.537 | C | A | 0.718 | 0.488 | C | A |
| ENCINO AVE | Hiawatha | Blackhawk | 1 | 1 | 600 | 600 | 474 | 322 | 0.790 | 0.537 | C | A | 0.718 | 0.488 | C | A |
| ENCINO AVE | Blackhawk | Devonshire | 1 | 1 | 600 | 600 | 474 | 322 | 0.790 | 0.537 | C | A | 0.718 | 0.488 | C | A |
| LOUISE AVE | Nugent | Andasol | 1 | 1 | 600 | 600 | 55 | 28 | 0.092 | 0.047 | A | A | 0.083 | 0.042 | A | A |
| LOUISE AVE | Andasol | Signature | 1 | 1 | 600 | 600 | 107 | 17 | 0.178 | 0.028 | A | A | 0.162 | 0.026 | A | A |
| LOUISE AVE | Signature | Barneston Ct | 1 | 1 | 600 | 600 | 259 | 57 | 0.432 | 0.095 | A | A | 0.392 | 0.086 | A | A |
| LOUISE AVE | Barneston Ct | Mayerling | 1 | 1 | 600 | 600 | 129 | 4 | 0.215 | 0.007 | A | A | 0.195 | 0.006 | A | A |
| LOUISE AVE | Mayerling | Bircher | 1 | 1 | 600 | 600 | 570 | 55 | 0.950 | 0.092 | E | A | 0.864 | 0.083 | D | A |
| LOUISE AVE | Bircher | Flanders | 1 | 1 | 600 | 600 | 570 | 55 | 0.950 | 0.092 | E | A | 0.864 | 0.083 | D | A |
| LOUISE AVE | Flanders | Rinaldi | 1 | 1 | 600 | 600 | 570 | 55 | 0.950 | 0.092 | E | A | 0.864 | 0.083 | D | A |
| LOUISE AVE | Rinaldi | Index | 1 | 1 | 700 | 700 | 205 | 36 | 0.293 | 0.051 | A | A | 0.266 | 0.047 | A | A |
| LOUISE AVE | Index | Lahey | 2 | 1 | 1400 | 700 | 388 | 84 | 0.277 | 0.120 | A | A | 0.252 | 0.109 | A | A |
| LOUISE AVE | Lahey | San Fern. Mission | 2 | 1 | 1400 | 700 | 479 | 171 | 0.342 | 0.244 | A | A | 0.311 | 0.222 | A | A |
| LOUISE AVE | San Fern. Mission | Los Alimos | 1 | 1 | 700 | 700 | 503 | 179 | 0.719 | 0.256 | C | A | 0.653 | 0.232 | B | A |
| LOUISE AVE | Los Alimos | Chatsworth | 1 | 1 | 700 | 700 | 524 | 157 | 0.749 | 0.224 | C | A | 0.681 | 0.204 | B | A |
| LOUISE AVE | Chatsworth | Kingsbury | 1 | 1 | 700 | 700 | 473 | 178 | 0.676 | 0.254 | B | A | 0.614 | 0.231 | B | A |
| LOUISE AVE | Kingsbury | Germain | 1 | 1 | 700 | 700 | 473 | 178 | 0.676 | 0.254 | B | A | 0.614 | 0.231 | B | A |
| LOUISE AVE | Germain | San Jose | 1 | 1 | 700 | 700 | 473 | 178 | 0.676 | 0.254 | B | A | 0.614 | 0.231 | B | A |
| LOUISE AVE | San Jose | Hiawatha | 1 | 1 | 700 | 700 | 323 | 41 | 0.461 | 0.059 | A | A | 0.419 | 0.053 | A | A |
| LOUISE AVE | Hiawatha | Devonshire | 1 | 1 | 700 | 700 | 323 | 41 | 0.461 | 0.059 | A | A | 0.419 | 0.053 | A | A |
| AMESTOY AVE | Index | Donmetz | 2 | 1 | 1400 | 700 | 388 | 84 | 0.277 | 0.120 | A | A | 0.252 | 0.109 | A | A |
| AMESTOY AVE | Donmetz | Lahey | 2 | 1 | 1400 | 700 | 479 | 171 | 0.342 | 0.244 | A | A | 0.311 | 0.222 | A | A |
| AMESTOY AVE | Lahey | Devonshire | 1 | 1 | 700 | 700 | 503 | 179 | 0.719 | 0.256 | C | A | 0.653 | 0.232 | B | A |
| BALBOA RD | San Fernando | Balboa Blvd | 2 | 2 | 1400 | 1400 | 1,660 | 1,989 | 1.186 | 1.421 | F | F | 1.078 | 1.292 | F | F |
| BALBOA BLVD | Foothill | Balboa Rd | 3 | 2 | 2400 | 1600 | 1,628 | 455 | 0.678 | 0.284 | B | A | 0.617 | 0.259 | B | A |
| BALBOA BLVD | Balboa Rd | Timber Ridge | 2 | 2 | 1600 | 1600 | 3,022 | 2,177 | 1.889 | 1.361 | F | F | 1.717 | 1.237 | F | F |
| BALBOA BLVD | Timber Ridge | Sesnon | 2 | 2 | 1600 | 1600 | 3,022 | 2,177 | 1.889 | 1.361 | F | F | 1.717 | 1.237 | F | F |
| BALBOA BLVD | Sesnon | Orozco | 2 | 2 | 1600 | 1600 | 2,680 | 2,155 | 1.675 | 1.347 | F | F | 1.523 | 1.224 | F | F |
| BALBOA BLVD | Orozco | Tennyson | 2 | 2 | 1600 | 1600 | 2,680 | 2,155 | 1.675 | 1.347 | F | F | 1.523 | 1.224 | F | F |
| BALBOA BLVD | Tennyson | Woodley | 2 | 2 | 1600 | 1600 | 2,602 | 2,016 | 1.626 | 1.260 | F | F | 1.478 | 1.145 | F | F |
| BALBOA BLVD | Woodley | Colven | 2 | 2 | 1600 | 1600 | 2,495 | 2,217 | 1.559 | 1.386 | F | F | 1.418 | 1.260 | F | F |
| BALBOA BLVD | Colven | Pineridge | 2 | 2 | 1600 | 1600 | 2,466 | 2,152 | 1.541 | 1.345 | F | F | 1.401 | 1.223 | F | F |
| BALBOA BLVD | Pineridge | Knollwood | 2 | 2 | 1600 | 1600 | 2,535 | 2,259 | 1.584 | 1.412 | F | F | 1.440 | 1.284 | F | F |
| BALBOA BLVD | Knollwood | Midwood | 2 | 2 | 1600 | 1600 | 2,603 | 2,317 | 1.627 | 1.448 | F | F | 1.479 | 1.316 | F | F |
| BALBOA BLVD | Midwood | Lorillard | 2 | 2 | 1600 | 1600 | 2,391 | 2,377 | 1.494 | 1.486 | F | F | 1.359 | 1.351 | F | F |
| BALBOA BLVD | Lorillard | Halsey | 2 | 2 | 1600 | 1600 | 2,370 | 2,351 | 1.481 | 1.469 | F | F | 1.347 | 1.336 | F | F |

| Segment | From | To | Off Peak Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service Without ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| BALBOA BLVD | Halsey | Rinaldi | 2 | 2 | 1600 | 1600 | 2,572 | 2,350 | 1.608 | 1.469 | F | F | 1.461 | 1.335 | F | F |
| BALBOA BLVD | Rinaldi | Index | 2 | 2 | 1600 | 1600 | 2,599 | 2,540 | 1.624 | 1.588 | F | F | 1.477 | 1.443 | F | F |
| BALBOA BLVD | Index | San Fern. Mission | 2 | 2 | 1600 | 1600 | 1,762 | 1,496 | 1.101 | 0.935 | F | E | 1.001 | 0.850 | F | D |
| BALBOA BLVD | San Fern. Mission | Tulsa | 2 | 2 | 1600 | 1600 | 1,731 | 1,400 | 1.082 | 0.875 | F | D | 0.984 | 0.795 | E | C |
| BALBOA BLVD | Tulsa | Los Alimos | 2 | 2 | 1600 | 1600 | 1,681 | 1,275 | 1.051 | 0.797 | F | C | 0.955 | 0.724 | E | C |
| BALBOA BLVD | Los Alimos | Chatsworth | 2 | 2 | 1600 | 1600 | 1,681 | 1,275 | 1.051 | 0.797 | F | C | 0.955 | 0.724 | E | C |
| BALBOA BLVD | Chatsworth | Kingsbury | 2 | 2 | 1600 | 1600 | 1,685 | 1,249 | 1.053 | 0.781 | F | C | 0.957 | 0.710 | E | C |
| BALBOA BLVD | Kingsbury | Germain | 2 | 2 | 1600 | 1600 | 1,685 | 1,249 | 1.053 | 0.781 | F | C | 0.957 | 0.710 | E | C |
| BALBOA BLVD | Germain | San Jose | 2 | 2 | 1600 | 1600 | 1,685 | 1,249 | 1.053 | 0.781 | F | C | 0.957 | 0.710 | E | C |
| BALBOA BLVD | San Jose | Blackhawk | 2 | 2 | 1600 | 1600 | 1,566 | 966 | 0.979 | 0.604 | E | B | 0.890 | 0.549 | D | A |
| BALBOA BLVD | Blackhawk | Devonshire | 2 | 2 | 1600 | 1600 | 1,566 | 966 | 0.979 | 0.604 | E | B | 0.890 | 0.549 | D | A |
| PETIT AVE | Tulsa | Tribune | 1 | 1 | 600 | 600 | 35 | 30 | 0.058 | 0.050 | A | A | 0.053 | 0.045 | A | A |
| PETIT AVE | Tribune | Los Alimos | 1 | 1 | 600 | 600 | 35 | 30 | 0.058 | 0.050 | A | A | 0.053 | 0.045 | A | A |
| PETIT AVE | Los Alimos | Chatsworth | 1 | 1 | 600 | 600 | 35 | 30 | 0.058 | 0.050 | A | A | 0.053 | 0.045 | A | A |
| PETIT AVE | Chatsworth | Kingsbury | 1 | 1 | 600 | 600 | 22 | 44 | 0.037 | 0.073 | A | A | 0.033 | 0.067 | A | A |
| PETIT AVE | Kingsbury | Germain | 1 | 1 | 600 | 600 | 22 | 44 | 0.037 | 0.073 | A | A | 0.033 | 0.067 | A | A |
| PETIT AVE | Germain | San Jose | 1 | 1 | 600 | 600 | 22 | 44 | 0.037 | 0.073 | A | A | 0.033 | 0.067 | A | A |
| PETIT AVE | San Jose | Minnehaha | 1 | 1 | 600 | 600 | 38 | 50 | 0.063 | 0.083 | A | A | 0.058 | 0.076 | A | A |
| PETIT AVE | Minnehaha | Blackhawk | 1 | 1 | 600 | 600 | 38 | 50 | 0.063 | 0.083 | A | A | 0.058 | 0.076 | A | A |
| PETIT AVE | Blackhawk | Devonshire | 1 | 1 | 600 | 600 | 211 | 95 | 0.352 | 0.158 | A | A | 0.320 | 0.144 | A | A |
| PETIT AVE | Devonshire | Romar | 1 | 1 | 600 | 600 | 46 | 42 | 0.077 | 0.070 | A | A | 0.070 | 0.064 | A | A |
| KNOLLWOOD DR | Pineridge | Sarazen | 1 | 1 | 600 | 600 | 7 | 49 | 0.012 | 0.082 | A | A | 0.011 | 0.074 | A | A |
| KNOLLWOOD DR | Sarazen | Demaret | 1 | 1 | 600 | 600 | 7 | 49 | 0.012 | 0.082 | A | A | 0.011 | 0.074 | A | A |
| KNOLLWOOD DR | Demaret | Susan | 1 | 1 | 600 | 600 | 7 | 49 | 0.012 | 0.082 | A | A | 0.011 | 0.074 | A | A |
| KNOLLWOOD DR | Susan | Balboa | 1 | 1 | 600 | 600 | 151 | 84 | 0.252 | 0.140 | A | A | 0.229 | 0.127 | A | A |
| GERALD AVE | Shamhart | Midwood | 1 | 1 | 600 | 600 | 8 | 25 | 0.013 | 0.042 | A | A | 0.012 | 0.038 | A | A |
| GERALD AVE | Midwood | Barneston | 1 | 1 | 600 | 600 | 8 | 25 | 0.013 | 0.042 | A | A | 0.012 | 0.038 | A | A |
| GERALD AVE | Barneston | Armstead | 1 | 1 | 600 | 600 | 8 | 25 | 0.013 | 0.042 | A | A | 0.012 | 0.038 | A | A |
| HAYVENHURST | Rinaldi | Simonds | 2 | 2 | 1400 | 1400 | 596 | 227 | 0.426 | 0.162 | A | A | 0.387 | 0.147 | A | A |
| HAYVENHURST | Simonds | Index | 2 | 2 | 1400 | 1400 | 340 | 680 | 0.243 | 0.486 | A | A | 0.221 | 0.442 | A | A |
| HAYVENHURST | Index | San Fern. Mission | 2 | 2 | 1400 | 1400 | 1,220 | 402 | 0.871 | 0.287 | D | A | 0.792 | 0.261 | C | A |
| HAYVENHURST | San Fern. Mission | Horace | 2 | 2 | 1400 | 1400 | 1,921 | 695 | 1.372 | 0.496 | F | A | 1.247 | 0.451 | F | A |
| HAYVENHURST | Horace | Tulsa | 2 | 2 | 1400 | 1400 | 1,794 | 578 | 1.281 | 0.413 | F | A | 1.165 | 0.375 | F | A |
| HAYVENHURST | Tulsa | Chatsworth | 2 | 2 | 1400 | 1400 | 1,417 | 565 | 1.012 | 0.404 | F | A | 0.920 | 0.367 | E | A |
| HAYVENHURST | Chatsworth | San Jose | 2 | 2 | 1400 | 1400 | 1,144 | 257 | 0.817 | 0.184 | D | A | 0.743 | 0.167 | C | A |
| HAYVENHURST | San Jose | Blackhawk | 2 | 2 | 1400 | 1400 | 1,090 | 420 | 0.779 | 0.300 | C | A | 0.708 | 0.273 | C | A |
| HAYVENHURST | Blackhawk | Devonshire | 2 | 2 | 1400 | 1400 | 1,266 | 455 | 0.904 | 0.325 | E | A | 0.822 | 0.295 | D | A |
| HAYVENHURST | Devonshire | Mayall | 2 | 2 | 1400 | 1400 | 1,102 | 231 | 0.787 | 0.165 | C | A | 0.716 | 0.150 | C | A |
| HAYVENHURST | Mayall | Vintage | 2 | 2 | 1400 | 1400 | 1,102 | 231 | 0.787 | 0.165 | C | A | 0.716 | 0.150 | C | A |
| HAYVENHURST | Vintage | Lassen | 2 | 2 | 1400 | 1400 | 1,158 | 333 | 0.827 | 0.238 | D | A | 0.752 | 0.216 | C | A |
| GOTHIC AVE | Woodley | Rinaldi | 1 | 1 | 600 | 600 | 201 | 81 | 0.335 | 0.135 | A | A | 0.305 | 0.123 | A | A |
| GOTHIC AVE | Rinaldi | Index | 1 | 1 | 600 | 600 | 25 | 41 | 0.042 | 0.068 | A | A | 0.038 | 0.062 | A | A |
| GOTHIC AVE | Index | Donmetz | 1 | 1 | 600 | 600 | 25 | 41 | 0.042 | 0.068 | A | A | 0.038 | 0.062 | A | A |
| GOTHIC AVE | Donmetz | Chatsworth | 1 | 1 | 600 | 600 | 45 | 44 | 0.075 | 0.073 | A | A | 0.068 | 0.067 | A | A |
| GOTHIC AVE | Chatsworth | Lassen | 1 | 1 | 600 | 600 | 578 | 509 | 0.963 | 0.848 | E | D | 0.876 | 0.771 | D | C |
| WOODLEY AVE | Balboa | McLennan | 1 | 1 | 600 | 600 | 236 | 27 | 0.393 | 0.045 | A | A | 0.358 | 0.041 | A | A |
| WOODLEY AVE | McLennan | Nanette | 1 | 1 | 600 | 600 | 236 | 27 | 0.393 | 0.045 | A | A | 0.358 | 0.041 | A | A |
| WOODLEY AVE | Nanette | Knollwood | 1 | 1 | 600 | 600 | 236 | 26 | 0.393 | 0.043 | A | A | 0.358 | 0.039 | A | A |
| WOODLEY AVE | Knollwood | Pineridge | 1 | 1 | 600 | 600 | 236 | 26 | 0.393 | 0.043 | A | A | 0.358 | 0.039 | A | A |
| WOODLEY AVE | Pineridge | Gerald | 1 | 1 | 600 | 600 | 229 | 31 | 0.382 | 0.052 | A | A | 0.347 | 0.047 | A | A |
| WOODLEY AVE | Gerald | Gothic | 1 | 1 | 600 | 600 | 229 | 31 | 0.382 | 0.052 | A | A | 0.347 | 0.047 | A | A |
| WOODLEY AVE | Gothic | Collett | 1 | 1 | 600 | 600 | 170 | 44 | 0.283 | 0.073 | A | A | 0.258 | 0.067 | A | A |
| WOODLEY AVE | Collett | Rinaldi | 1 | 1 | 600 | 600 | 170 | 42 | 0.283 | 0.070 | A | A | 0.258 | 0.064 | A | A |
| WOODLEY AVE | Rinaldi | Simonds | 2 | 2 | 1600 | 1600 | 758 | 411 | 0.474 | 0.257 | A | A | 0.431 | 0.234 | A | A |
| WOODLEY AVE | Simonds | Index | 2 | 2 | 1600 | 1600 | 721 | 401 | 0.451 | 0.251 | A | A | 0.410 | 0.228 | A | A |
| WOODLEY AVE | Index | San Fern. Mission | 2 | 2 | 1600 | 1600 | 1,365 | 395 | 0.853 | 0.247 | D | A | 0.776 | 0.224 | C | A |
| WOODLEY AVE | San Fern. Mission | Horace | 2 | 2 | 1600 | 1600 | 862 | 353 | 0.539 | 0.221 | A | A | 0.490 | 0.201 | A | A |
| WOODLEY AVE | Horace | Tulsa | 2 | 2 | 1600 | 1600 | 911 | 372 | 0.569 | 0.233 | A | A | 0.518 | 0.211 | A | A |
| WOODLEY AVE | Tulsa | Chatsworth | 2 | 2 | 1600 | 1600 | 1,396 | 532 | 0.873 | 0.333 | D | A | 0.793 | 0.302 | C | A |
| WOODLEY AVE | Chatsworth | San Jose | 2 | 2 | 1600 | 1600 | 1,718 | 1,132 | 1.074 | 0.708 | F | C | 0.976 | 0.643 | E | B |
| WOODLEY AVE | San Jose | Devonshire | 2 | 2 | 1600 | 1600 | 1,474 | 739 | 0.921 | 0.462 | E | A | 0.838 | 0.420 | D | A |

| Segment | From | To | Off Peak Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service Without ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| WOODLEY AVE | Devonshire | Mayall | 2 | 2 | 1600 | 1600 | 1,347 | 734 | 0.842 | 0.459 | D | A | 0.765 | 0.417 | C | A |
| WOODLEY AVE | Mayall | Lassen | 2 | 2 | 1600 | 1600 | 1,505 | 660 | 0.941 | 0.413 | E | A | 0.855 | 0.375 | D | A |
| GAYNOR AVE | Rinaldi | Chatsworth | 1 | 1 | 600 | 600 | 70 | 111 | 0.117 | 0.185 | A | A | 0.106 | 0.168 | A | A |
| GAYNOR AVE | Chatsworth | Kingsbury | 1 | 1 | 600 | 600 | 28 | 42 | 0.047 | 0.070 | A | A | 0.042 | 0.064 | A | A |
| MONTGOMERY AVE | Kingsbury | San Jose | 1 | 1 | 600 | 600 | 28 | 42 | 0.047 | 0.070 | A | A | 0.042 | 0.064 | A | A |
| MONTGOMERY AVE | San Jose | Blackhawk | 1 | 1 | 600 | 600 | 45 | 63 | 0.075 | 0.105 | A | A | 0.068 | 0.095 | A | A |
| MONTGOMERY AVE | Blackhawk | Devonshire | 1 | 1 | 600 | 600 | 85 | 68 | 0.142 | 0.113 | A | A | 0.129 | 0.103 | A | A |
| MONTGOMERY AVE | Devonshire | Tuba | 1 | 1 | 600 | 600 | 3 | 3 | 0.005 | 0.005 | A | A | 0.005 | 0.005 | A | A |
| MONTGOMERY AVE | Tuba | Lemarsh | 1 | 1 | 600 | 600 | 3 | 3 | 0.005 | 0.005 | A | A | 0.005 | 0.005 | A | A |
| MONTGOMERY AVE | Lemarsh | Mayall | 1 | 1 | 600 | 600 | 30 | 43 | 0.050 | 0.072 | A | A | 0.045 | 0.065 | A | A |
| MONTGOMERY AVE | Mayall | Septo | 1 | 1 | 600 | 600 | 39 | 46 | 0.065 | 0.077 | A | A | 0.059 | 0.070 | A | A |
| MONTGOMERY AVE | Septo | Lassen | 1 | 1 | 600 | 600 | 39 | 46 | 0.065 | 0.077 | A | A | 0.059 | 0.070 | A | A |
| HASKELL AVE | Rinaldi | Index | 2 | 2 | 1400 | 1400 | 777 | 150 | 0.555 | 0.107 | A | A | 0.505 | 0.097 | A | A |
| HASKELL AVE | Index | Lahey | 2 | 2 | 1400 | 1400 | 209 | 145 | 0.149 | 0.104 | A | A | 0.136 | 0.094 | A | A |
| HASKELL AVE | Lahey | San Fern. Mission | 2 | 2 | 1400 | 1400 | 209 | 145 | 0.149 | 0.104 | A | A | 0.136 | 0.094 | A | A |
| HASKELL AVE | San Fern. Mission | Tulsa | 2 | 2 | 1400 | 1400 | 336 | 255 | 0.240 | 0.182 | A | A | 0.218 | 0.166 | A | A |
| HASKELL AVE | Tulsa | Bermuda | 2 | 2 | 1400 | 1400 | 384 | 260 | 0.274 | 0.186 | A | A | 0.249 | 0.169 | A | A |
| HASKELL AVE | Bermuda | Los Alimos | 2 | 2 | 1400 | 1400 | 384 | 260 | 0.274 | 0.186 | A | A | 0.249 | 0.169 | A | A |
| HASKELL AVE | Los Alimos | Chatsworth | 2 | 2 | 1400 | 1400 | 384 | 260 | 0.274 | 0.186 | A | A | 0.249 | 0.169 | A | A |
| HASKELL AVE | Chatsworth | Kingsbury | 2 | 2 | 1400 | 1400 | 700 | 285 | 0.500 | 0.204 | A | A | 0.455 | 0.185 | A | A |
| HASKELL AVE | Kingsbury | San Jose | 2 | 2 | 1400 | 1400 | 700 | 285 | 0.500 | 0.204 | A | A | 0.455 | 0.185 | A | A |
| HASKELL AVE | San Jose | Devonshire | 2 | 2 | 1400 | 1400 | 474 | 268 | 0.339 | 0.191 | A | A | 0.308 | 0.174 | A | A |
| HASKELL AVE | Devonshire | Tuba | 2 | 2 | 1400 | 1400 | 745 | 229 | 0.532 | 0.164 | A | A | 0.484 | 0.149 | A | A |
| HASKELL AVE | Tuba | Lemarsh | 2 | 2 | 1400 | 1400 | 745 | 229 | 0.532 | 0.164 | A | A | 0.484 | 0.149 | A | A |
| HASKELL AVE | Lemarsh | Mayall | 2 | 2 | 1400 | 1400 | 711 | 168 | 0.508 | 0.120 | A | A | 0.462 | 0.109 | A | A |
| HASKELL AVE | Mayall | Stare | 1 | 1 | 600 | 600 | 39 | 46 | 0.065 | 0.077 | A | A | 0.059 | 0.070 | A | A |
| HASKELL AVE | Stare | Septo | 1 | 1 | 600 | 600 | 39 | 46 | 0.065 | 0.077 | A | A | 0.059 | 0.070 | A | A |
| HASKELL AVE | Septo | Lassen | 1 | 1 | 600 | 600 | 39 | 46 | 0.065 | 0.077 | A | A | 0.059 | 0.070 | A | A |
| SAN FERNANDO RD | Sierra Hwy | Ranch Rd | 2 | 2 | 1600 | 1600 | 3,697 | 1,475 | 2.311 | 0.922 | F | E | 2.101 | 0.838 | F | D |
| SAN FERNANDO RD | Ranch Rd | Balboa | 2 | 2 | 1600 | 1600 | 2,239 | 3,692 | 1.399 | 2.308 | F | F | 1.272 | 2.098 | F | F |
| SAN FERNANDO RD | Balboa | Sepulveda | 2 | 2 | 1600 | 1600 | 698 | 2,479 | 0.436 | 1.549 | A | F | 0.397 | 1.409 | A | F |
| SEPULVEDA BLVD (north link) | San Fernando | Roxford | 2 | 2 | 1600 | 1600 | 1,308 | 399 | 0.818 | 0.249 | D | A | 0.743 | 0.227 | C | A |
| SEPULVEDA BLVD (south link) | San Fernando | Roxford | 1 | 1 | 800 | 800 | 1,354 | 414 | 1.693 | 0.518 | F | A | 1.539 | 0.470 | F | A |
| SESNON BLVD | Cascade Canyon | Marcus | 1 | 1 | 800 | 800 | 53 | 89 | 0.066 | 0.111 | A | A | 0.060 | 0.101 | A | A |
| SESNON BLVD | Marcus | Neon | 1 | 1 | 800 | 800 | 53 | 89 | 0.066 | 0.111 | A | A | 0.060 | 0.101 | A | A |
| SESNON BLVD | Neon | Jolette | 1 | 1 | 800 | 800 | 53 | 89 | 0.066 | 0.111 | A | A | 0.060 | 0.101 | A | A |
| SESNON BLVD | Jolette | Bronte | 1 | 1 | 800 | 800 | 23 | 24 | 0.029 | 0.030 | A | A | 0.026 | 0.027 | A | A |
| SESNON BLVD | Bronte | Tuscan | 1 | 1 | 800 | 800 | 23 | 24 | 0.029 | 0.030 | A | A | 0.026 | 0.027 | A | A |
| SESNON BLVD | Tuscan | Meadowlark | 1 | 1 | 800 | 800 | 23 | 24 | 0.029 | 0.030 | A | A | 0.026 | 0.027 | A | A |
| SESNON BLVD | Meadowlark | Orozco | 1 | 1 | 800 | 800 | 283 | 24 | 0.354 | 0.030 | A | A | 0.322 | 0.027 | A | A |
| SESNON BLVD | Orozco | Constable | 1 | 1 | 800 | 800 | 341 | 22 | 0.426 | 0.028 | A | A | 0.388 | 0.025 | A | A |
| SESNON BLVD | Constable | Balboa | 1 | 1 | 800 | 800 | 341 | 22 | 0.426 | 0.028 | A | A | 0.388 | 0.025 | A | A |
| LISETTE ST | Jolette | Jimeno | 1 | 1 | 600 | 600 | 332 | 44 | 0.553 | 0.073 | A | A | 0.503 | 0.067 | A | A |
| LISETTE ST | Jimeno | Balboa | 1 | 1 | 600 | 600 | 367 | 296 | 0.612 | 0.493 | B | A | 0.556 | 0.448 | A | A |
| WESTBURY DR | Daryl | Henzie | 1 | 1 | 600 | 600 | 45 | 35 | 0.075 | 0.058 | A | A | 0.068 | 0.053 | A | A |
| WESTBURY DR | Henzie | Byron | 1 | 1 | 600 | 600 | 45 | 35 | 0.075 | 0.058 | A | A | 0.068 | 0.053 | A | A |
| WESTBURY DR | Byron | Lithuania | 1 | 1 | 600 | 600 | 236 | 42 | 0.393 | 0.070 | A | A | 0.358 | 0.064 | A | A |
| WESTBURY DR | Lithuania | El Oro | 1 | 1 | 600 | 600 | 236 | 42 | 0.393 | 0.070 | A | A | 0.358 | 0.064 | A | A |
| WESTBURY DR | El Oro | Balboa | 1 | 1 | 600 | 600 | 236 | 42 | 0.393 | 0.070 | A | A | 0.358 | 0.064 | A | A |
| ROSNICK PL | El Oro | McLennan | 1 | 1 | 600 | 600 | 72 | 45 | 0.120 | 0.075 | A | A | 0.109 | 0.068 | A | A |
| PINERIDGE DR | McLennan | Kenny | 1 | 1 | 600 | 600 | 49 | 36 | 0.082 | 0.060 | A | A | 0.074 | 0.055 | A | A |
| PINERIDGE DR | Kenny | Catenia | 1 | 1 | 600 | 600 | 28 | 30 | 0.047 | 0.050 | A | A | 0.042 | 0.045 | A | A |
| PINERIDGE DR | Catenia | Knollwood | 1 | 1 | 600 | 600 | 28 | 30 | 0.047 | 0.050 | A | A | 0.042 | 0.045 | A | A |
| PINERIDGE DR | Knollwood | Woodley | 1 | 1 | 600 | 600 | 7 | 39 | 0.012 | 0.065 | A | A | 0.011 | 0.059 | A | A |
| SIGNATURE DR | Louise | El Oro | 1 | 1 | 600 | 600 | 13 | 192 | 0.022 | 0.320 | A | A | 0.020 | 0.291 | A | A |
| REXBON RD | Zelzah | Mayerling | 1 | 1 | 600 | 600 | 32 | 45 | 0.053 | 0.075 | A | A | 0.048 | 0.068 | A | A |
| MIDWOOD DR | El Oro | Balboa | 1 | 1 | 600 | 600 | 301 | 51 | 0.502 | 0.085 | A | A | 0.456 | 0.077 | A | A |
| SHAMHART DR | Knollwood | Woodley | 1 | 1 | 600 | 600 | 84 | 151 | 0.140 | 0.252 | A | A | 0.127 | 0.229 | A | A |
| MAYERLING ST | Shoshone | Babbitt | 1 | 1 | 600 | 600 | 12 | 24 | 0.020 | 0.040 | A | A | 0.018 | 0.036 | A | A |
| BARNESTON ST | Louise | Paso Robles | 1 | 1 | 600 | 600 | 300 | 41 | 0.500 | 0.068 | A | A | 0.455 | 0.062 | A | A |
| ARMSTEAD ST | Gerald | Gothic | 1 | 1 | 600 | 600 | 42 | 49 | 0.070 | 0.082 | A | A | 0.064 | 0.074 | A | A |

| Segment | From | To | Off Peak Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service Without ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| ARMSTEAD ST | Gothic | Woodley | 1 | 1 | 600 | 600 | 34 | 37 | 0.057 | 0.062 | A | A | 0.052 | 0.056 | A | A |
| RINALDI ST | Chimineas | Zelzah | 2 | 2 | 1600 | 1600 | 1,887 | 1,578 | 1.179 | 0.986 | F | E | 1.072 | 0.897 | F | D |
| RINALDI ST | Zelzah | Yarmouth | 2 | 2 | 1600 | 1600 | 2,062 | 1,181 | 1.289 | 0.738 | F | C | 1.172 | 0.671 | F | B |
| RINALDI ST | Yarmouth | Rancho Del Valle | 2 | 2 | 1600 | 1600 | 1,946 | 1,195 | 1.216 | 0.747 | F | C | 1.106 | 0.679 | F | B |
| RINALDI ST | Rancho Del Valle | Ridge Way | 2 | 2 | 1600 | 1600 | 2,015 | 1,113 | 1.259 | 0.696 | F | B | 1.145 | 0.632 | F | B |
| RINALDI ST | Ridge Way | Shoshone | 2 | 2 | 1600 | 1600 | 2,015 | 1,113 | 1.259 | 0.696 | F | B | 1.145 | 0.632 | F | B |
| RINALDI ST | Shoshone | Andasol | 2 | 2 | 1600 | 1600 | 1,387 | 1,056 | 0.867 | 0.660 | D | B | 0.788 | 0.600 | C | B |
| RINALDI ST | Andasol | Louise | 2 | 2 | 1600 | 1600 | 1,172 | 600 | 0.733 | 0.375 | C | A | 0.666 | 0.341 | B | A |
| RINALDI ST | Louise | Babbitt | 2 | 2 | 1600 | 1600 | 831 | 605 | 0.519 | 0.378 | A | A | 0.472 | 0.344 | A | A |
| RINALDI ST | Babbitt | Amestoy | 2 | 2 | 1600 | 1600 | 831 | 605 | 0.519 | 0.378 | A | A | 0.472 | 0.344 | A | A |
| RINALDI ST | Amestoy | Balboa | 2 | 2 | 1600 | 1600 | 821 | 759 | 0.513 | 0.474 | A | A | 0.466 | 0.431 | A | A |
| RINALDI ST | Balboa | Ruffner | 2 | 2 | 1600 | 1600 | 1,017 | 1,117 | 0.636 | 0.698 | B | B | 0.578 | 0.635 | A | B |
| RINALDI ST | Ruffner | Hayvenhurst | 2 | 2 | 1600 | 1600 | 1,239 | 1,171 | 0.774 | 0.732 | C | C | 0.704 | 0.665 | C | B |
| RINALDI ST | Hayvenhurst | Odessa | 2 | 2 | 1600 | 1600 | 1,401 | 965 | 0.876 | 0.603 | D | B | 0.796 | 0.548 | C | A |
| RINALDI ST | Odessa | Swinton | 2 | 2 | 1600 | 1600 | 1,360 | 1,015 | 0.850 | 0.634 | D | B | 0.773 | 0.577 | C | A |
| RINALDI ST | Swinton | Woodley | 2 | 2 | 1600 | 1600 | 1,296 | 1,047 | 0.810 | 0.654 | D | B | 0.736 | 0.595 | C | A |
| RINALDI ST | Woodley | Gaynor | 2 | 2 | 1600 | 1600 | 1,781 | 1,357 | 1.113 | 0.848 | F | D | 1.012 | 0.771 | F | C |
| RINALDI ST | Gaynor | Haskell | 2 | 2 | 1600 | 1600 | 1,783 | 1,361 | 1.114 | 0.851 | F | D | 1.013 | 0.773 | F | C |
| RINALDI ST | Haskell | Blucher | 2 | 2 | 1600 | 1600 | 2,560 | 1,511 | 1.600 | 0.944 | F | E | 1.455 | 0.859 | F | D |
| RINALDI ST | Blucher | 405 Fwy | 2 | 2 | 1600 | 1600 | 2,589 | 1,579 | 1.618 | 0.987 | F | E | 1.471 | 0.897 | F | D |
| INDEX ST | Yarmouth | Aldea | 1 | 1 | 600 | 600 | 340 | 476 | 0.567 | 0.793 | A | C | 0.515 | 0.721 | A | C |
| INDEX ST | Aldea | Amestoy | 1 | 1 | 600 | 600 | 402 | 365 | 0.670 | 0.608 | B | B | 0.609 | 0.553 | B | A |
| INDEX ST | Amestoy | Balboa | 1 | 1 | 600 | 600 | 402 | 367 | 0.670 | 0.612 | B | B | 0.609 | 0.556 | B | A |
| INDEX ST | Balboa | McLennan | 1 | 1 | 600 | 600 | 486 | 250 | 0.810 | 0.417 | D | A | 0.736 | 0.379 | C | A |
| INDEX ST | McLennan | Ruffner | 1 | 1 | 600 | 600 | 454 | 205 | 0.757 | 0.342 | C | A | 0.688 | 0.311 | B | A |
| INDEX ST | Ruffner | Danube | 1 | 1 | 600 | 600 | 358 | 243 | 0.597 | 0.405 | A | A | 0.542 | 0.368 | A | A |
| SAN FERNANDO MISSION | Chimineas | Lindley | 2 | 2 | 1400 | 1400 | 685 | 501 | 0.489 | 0.358 | A | A | 0.445 | 0.325 | A | A |
| SAN FERNANDO MISSION | Lindley | Zelzah | 1 | 1 | 700 | 700 | 628 | 484 | 0.897 | 0.691 | D | B | 0.816 | 0.629 | D | B |
| SAN FERNANDO MISSION | Zelzah | Yarmouth | 1 | 1 | 700 | 700 | 739 | 544 | 1.056 | 0.777 | F | C | 0.960 | 0.706 | E | C |
| SAN FERNANDO MISSION | Yarmouth | Shoshone | 1 | 1 | 700 | 700 | 742 | 581 | 1.060 | 0.830 | F | D | 0.964 | 0.755 | E | C |
| SAN FERNANDO MISSION | Shoshone | Encino | 1 | 1 | 700 | 700 | 707 | 567 | 1.010 | 0.810 | F | D | 0.918 | 0.736 | E | C |
| SAN FERNANDO MISSION | Encino | Andasol | 1 | 1 | 700 | 700 | 709 | 564 | 1.013 | 0.806 | F | D | 0.921 | 0.732 | E | C |
| SAN FERNANDO MISSION | Andasol | Louise | 1 | 1 | 700 | 700 | 709 | 564 | 1.013 | 0.806 | F | D | 0.921 | 0.732 | E | C |
| SAN FERNANDO MISSION | Louise | Amestoy | 1 | 1 | 700 | 700 | 633 | 475 | 0.904 | 0.679 | E | B | 0.822 | 0.617 | D | B |
| SAN FERNANDO MISSION | Amestoy | Paso Robles | 1 | 1 | 700 | 700 | 737 | 593 | 1.053 | 0.847 | F | D | 0.957 | 0.770 | E | C |
| SAN FERNANDO MISSION | Paso Robles | Balboa | 1 | 1 | 700 | 700 | 737 | 593 | 1.053 | 0.847 | F | D | 0.957 | 0.770 | E | C |
| SAN FERNANDO MISSION | Balboa | Petit | 1 | 1 | 700 | 700 | 649 | 440 | 0.927 | 0.629 | E | B | 0.843 | 0.571 | D | A |
| SAN FERNANDO MISSION | Petit | Ruffner | 1 | 1 | 700 | 700 | 649 | 440 | 0.927 | 0.629 | E | B | 0.843 | 0.571 | D | A |
| SAN FERNANDO MISSION | Ruffner | Gerald | 1 | 1 | 700 | 700 | 539 | 433 | 0.770 | 0.619 | C | B | 0.700 | 0.562 | C | A |
| SAN FERNANDO MISSION | Gerald | Hayvenhurst | 1 | 1 | 700 | 700 | 539 | 433 | 0.770 | 0.619 | C | B | 0.700 | 0.562 | C | A |
| SAN FERNANDO MISSION | Hayvenhurst | Monogram | 1 | 1 | 700 | 700 | 1,076 | 562 | 1.537 | 0.803 | F | D | 1.397 | 0.730 | F | C |
| SAN FERNANDO MISSION | Monogram | Gothic | 1 | 1 | 700 | 700 | 1,076 | 562 | 1.537 | 0.803 | F | D | 1.397 | 0.730 | F | C |
| SAN FERNANDO MISSION | Gothic | Haskell | 1 | 1 | 700 | 700 | 1,052 | 562 | 1.503 | 0.803 | F | D | 1.366 | 0.730 | F | C |
| SAN FERNANDO MISSION | Haskell | Danube | 1 | 1 | 700 | 700 | 655 | 693 | 0.936 | 0.990 | E | E | 0.851 | 0.900 | D | E |
| SAN FERNANDO MISSION | Danube | Blucher | 1 | 1 | 700 | 700 | 655 | 693 | 0.936 | 0.990 | E | E | 0.851 | 0.900 | D | E |
| SAN FERNANDO MISSION | Blucher | 405 Fwy | 1 | 1 | 700 | 700 | 655 | 693 | 0.936 | 0.990 | E | E | 0.851 | 0.900 | D | E |
| TULSA ST | Lindley | Louise | 1 | 1 | 600 | 600 | 718 | 377 | 1.197 | 0.628 | F | B | 1.088 | 0.571 | F | A |
| TULSA ST | Louise | Paso Robles | 1 | 1 | 600 | 600 | 651 | 304 | 1.085 | 0.507 | F | A | 0.986 | 0.461 | E | A |
| TULSA ST | Paso Robles | Balboa | 1 | 1 | 600 | 600 | 677 | 342 | 1.128 | 0.570 | F | A | 1.026 | 0.518 | F | A |
| TULSA ST | Balboa | Hayvenhurst | 1 | 1 | 600 | 600 | 559 | 147 | 0.932 | 0.245 | E | A | 0.847 | 0.223 | D | A |
| TULSA ST | Hayvenhurst | Monogram | 1 | 1 | 600 | 600 | 33 | 39 | 0.055 | 0.065 | A | A | 0.050 | 0.059 | A | A |
| TULSA ST | Monogram | Gothic | 1 | 1 | 600 | 600 | 33 | 39 | 0.055 | 0.065 | A | A | 0.050 | 0.059 | A | A |
| JONFIN ST | Gothic | end | 1 | 1 | 600 | 600 | 43 | 37 | 0.072 | 0.062 | A | A | 0.065 | 0.056 | A | A |
| CHATSWORTH ST | Etiwanda | Lindley | 2 | 2 | 1400 | 1400 | 2,022 | 1,794 | 1.444 | 1.281 | F | F | 1.313 | 1.165 | F | F |
| CHATSWORTH ST | Lindley | Zelzah | 2 | 2 | 1400 | 1400 | 2,091 | 1,827 | 1.494 | 1.305 | F | F | 1.358 | 1.186 | F | F |
| CHATSWORTH ST | Zelzah | Yarmouth | 2 | 2 | 1400 | 1400 | 1,419 | 935 | 1.014 | 0.668 | F | B | 0.921 | 0.607 | E | B |
| CHATSWORTH ST | Yarmouth | White Oak | 2 | 2 | 1400 | 1400 | 1,419 | 935 | 1.014 | 0.668 | F | B | 0.921 | 0.607 | E | B |
| CHATSWORTH ST | White Oak | Shoshone | 2 | 2 | 1400 | 1400 | 686 | 423 | 0.490 | 0.302 | A | A | 0.445 | 0.275 | A | A |
| CHATSWORTH ST | Shoshone | Encino | 2 | 2 | 1400 | 1400 | 686 | 423 | 0.490 | 0.302 | A | A | 0.445 | 0.275 | A | A |
| CHATSWORTH ST | Encino | Andasol | 2 | 2 | 1400 | 1400 | 948 | 593 | 0.677 | 0.424 | B | A | 0.616 | 0.385 | B | A |
| CHATSWORTH ST | Andasol | Louise | 2 | 2 | 1400 | 1400 | 948 | 593 | 0.677 | 0.424 | B | A | 0.616 | 0.385 | B | A |

| Segment | From | To | Off Peak Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service Without ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| CHATSWORTH ST | Louise | Aldea | 2 | 2 | 1400 | 1400 | 1,132 | 849 | 0.809 | 0.606 | D | B | 0.735 | 0.551 | C | A |
| CHATSWORTH ST | Aldea | Genesta | 2 | 2 | 1400 | 1400 | 1,264 | 874 | 0.903 | 0.624 | E | B | 0.821 | 0.568 | D | A |
| CHATSWORTH ST | Genesta | Balboa | 2 | 2 | 1400 | 1400 | 1,211 | 952 | 0.865 | 0.680 | D | B | 0.786 | 0.618 | C | B |
| CHATSWORTH ST | Balboa | Petit | 2 | 2 | 1400 | 1400 | 1,135 | 848 | 0.811 | 0.606 | D | B | 0.737 | 0.551 | C | A |
| CHATSWORTH ST | Petit | Hayvenhurst | 2 | 2 | 1400 | 1400 | 1,135 | 827 | 0.811 | 0.591 | D | A | 0.737 | 0.537 | C | A |
| CHATSWORTH ST | Hayvenhurst | Debra | 2 | 2 | 1400 | 1400 | 1,114 | 772 | 0.796 | 0.551 | C | A | 0.723 | 0.501 | C | A |
| CHATSWORTH ST | Debra | Gothic | 2 | 2 | 1400 | 1400 | 1,114 | 772 | 0.796 | 0.551 | C | A | 0.723 | 0.501 | C | A |
| CHATSWORTH ST | Gothic | Swinton | 2 | 2 | 1400 | 1400 | 1,114 | 772 | 0.796 | 0.551 | C | A | 0.723 | 0.501 | C | A |
| CHATSWORTH ST | Swinton | Woodley | 2 | 2 | 1400 | 1400 | 1,114 | 772 | 0.796 | 0.551 | C | A | 0.723 | 0.501 | C | A |
| CHATSWORTH ST | Woodley | Gaviota | 2 | 2 | 1400 | 1400 | 836 | 770 | 0.597 | 0.550 | A | A | 0.543 | 0.500 | A | A |
| CHATSWORTH ST | Gaviota | Gaynor | 2 | 2 | 1400 | 1400 | 836 | 770 | 0.597 | 0.550 | A | A | 0.543 | 0.500 | A | A |
| CHATSWORTH ST | Gaynor | Haskell | 2 | 2 | 1400 | 1400 | 836 | 770 | 0.597 | 0.550 | A | A | 0.543 | 0.500 | A | A |
| CHATSWORTH ST | Haskell | Aqueduct | 2 | 2 | 1400 | 1400 | 1,141 | 782 | 0.815 | 0.559 | D | A | 0.741 | 0.508 | C | A |
| CHATSWORTH ST | Aqueduct | 405 Fwy | 2 | 2 | 1400 | 1400 | 1,141 | 782 | 0.815 | 0.559 | D | A | 0.741 | 0.508 | C | A |
| SAN JOSE ST | Zelzah | Yarmouth | 1 | 1 | 600 | 600 | 410 | 357 | 0.683 | 0.595 | B | A | 0.621 | 0.541 | B | A |
| SAN JOSE ST | Yarmouth | Jellico | 1 | 1 | 600 | 600 | 784 | 723 | 1.307 | 1.205 | F | F | 1.188 | 1.095 | F | F |
| SAN JOSE ST | Jellico | Shoshone | 1 | 1 | 600 | 600 | 626 | 627 | 1.043 | 1.045 | F | F | 0.948 | 0.950 | E | E |
| SAN JOSE ST | Shoshone | Encino | 1 | 1 | 600 | 600 | 626 | 627 | 1.043 | 1.045 | F | F | 0.948 | 0.950 | E | E |
| SAN JOSE ST | Encino | Bianca | 1 | 1 | 600 | 600 | 593 | 493 | 0.988 | 0.822 | E | D | 0.898 | 0.747 | D | C |
| SAN JOSE ST | Bianca | Andasol | 1 | 1 | 600 | 600 | 593 | 493 | 0.988 | 0.822 | E | D | 0.898 | 0.747 | D | C |
| SAN JOSE ST | Andasol | Genesta | 1 | 1 | 600 | 600 | 618 | 532 | 1.030 | 0.887 | F | D | 0.936 | 0.806 | E | D |
| SAN JOSE ST | Genesta | Balboa | 1 | 1 | 600 | 600 | 470 | 363 | 0.783 | 0.605 | C | B | 0.712 | 0.550 | C | A |
| SAN JOSE ST | Balboa | Danube | 1 | 1 | 600 | 600 | 436 | 186 | 0.727 | 0.310 | C | A | 0.661 | 0.282 | B | A |
| DEVONSHIRE ST | Etiwanda | Zelzah | 1 | 1 | 800 | 800 | 1,239 | 1,116 | 1.549 | 1.395 | F | F | 1.408 | 1.268 | F | F |
| DEVONSHIRE ST | Lindley | Zelzah | 1 | 1 | 800 | 800 | 1,239 | 1,116 | 1.549 | 1.395 | F | F | 1.408 | 1.268 | F | F |
| DEVONSHIRE ST | Zelzah | White Oak | 1 | 1 | 800 | 800 | 580 | 386 | 0.725 | 0.483 | C | A | 0.659 | 0.439 | B | A |
| DEVONSHIRE ST | White Oak | Encino | 1 | 1 | 800 | 800 | 358 | 182 | 0.448 | 0.228 | A | A | 0.407 | 0.207 | A | A |
| DEVONSHIRE ST | Encino | Andasol | 1 | 1 | 800 | 800 | 522 | 515 | 0.653 | 0.644 | B | B | 0.593 | 0.585 | A | A |
| DEVONSHIRE ST | Andasol | Louise | 1 | 1 | 800 | 800 | 522 | 515 | 0.653 | 0.644 | B | B | 0.593 | 0.585 | A | A |
| DEVONSHIRE ST | Louise | Amestoy | 1 | 1 | 800 | 800 | 481 | 330 | 0.601 | 0.413 | B | A | 0.547 | 0.375 | A | A |
| DEVONSHIRE ST | Amestoy | Balboa | 1 | 1 | 800 | 800 | 742 | 526 | 0.928 | 0.658 | E | B | 0.843 | 0.598 | D | A |
| DEVONSHIRE ST | Balboa | Petit | 1 | 1 | 800 | 800 | 630 | 376 | 0.788 | 0.470 | C | A | 0.716 | 0.427 | C | A |
| DEVONSHIRE ST | Petit | Ruffner | 1 | 1 | 800 | 800 | 419 | 280 | 0.524 | 0.350 | A | A | 0.476 | 0.318 | A | A |
| DEVONSHIRE ST | Ruffner | Hayvenhurst | 1 | 1 | 800 | 800 | 419 | 280 | 0.524 | 0.350 | A | A | 0.476 | 0.318 | A | A |
| DEVONSHIRE ST | Hayvenhurst | Gothic | 1 | 1 | 800 | 800 | 845 | 646 | 1.056 | 0.808 | F | D | 0.960 | 0.734 | E | C |
| DEVONSHIRE ST | Gothic | Woodley | 1 | 1 | 800 | 800 | 622 | 470 | 0.778 | 0.588 | C | A | 0.707 | 0.534 | C | A |
| DEVONSHIRE ST | Woodley | Montgomery | 1 | 1 | 800 | 800 | 686 | 656 | 0.858 | 0.820 | D | D | 0.780 | 0.745 | C | C |
| DEVONSHIRE ST | Montgomery | Densmore | 1 | 1 | 800 | 800 | 750 | 739 | 0.938 | 0.924 | E | E | 0.852 | 0.840 | D | D |
| DEVONSHIRE ST | Densmore | Haskell | 1 | 1 | 800 | 800 | 750 | 739 | 0.938 | 0.924 | E | E | 0.852 | 0.840 | D | D |
| DEVONSHIRE ST | Haskell | Aqueduct | 1 | 1 | 800 | 800 | 1,279 | 1,000 | 1.599 | 1.250 | F | F | 1.453 | 1.136 | F | F |
| DEVONSHIRE ST | Aqueduct | Blucher | 1 | 1 | 800 | 800 | 1,279 | 1,000 | 1.599 | 1.250 | F | F | 1.453 | 1.136 | F | F |
| DEVONSHIRE ST | Blucher | 405 Fwy | 3 | 3 | 2400 | 2400 | 1,279 | 991 | 0.533 | 0.413 | A | A | 0.484 | 0.375 | A | A |
| MAYALL ST | Balboa | end | 1 | 1 | 600 | 600 | 426 | 384 | 0.710 | 0.640 | C | B | 0.645 | 0.582 | B | A |
| MAYALL ST | Ruffner | Odessa | 1 | 1 | 600 | 600 | 36 | 45 | 0.060 | 0.075 | A | A | 0.055 | 0.068 | A | A |
| MAYALL ST | Gothic | Haskell | 1 | 1 | 600 | 600 | 281 | 66 | 0.468 | 0.110 | A | A | 0.426 | 0.100 | A | A |
| LASSEN ST | Balboa | Whitaker | 2 | 2 | 1400 | 1400 | 1,687 | 1,092 | 1.205 | 0.780 | F | C | 1.095 | 0.709 | F | C |
| LASSEN ST | Whitaker | Petit | 2 | 2 | 1400 | 1400 | 1,687 | 1,092 | 1.205 | 0.780 | F | C | 1.095 | 0.709 | F | C |
| LASSEN ST | Petit | Ruffner | 2 | 2 | 1400 | 1400 | 1,687 | 1,092 | 1.205 | 0.780 | F | C | 1.095 | 0.709 | F | C |
| LASSEN ST | Ruffner | Hayvenhurst | 2 | 2 | 1400 | 1400 | 1,687 | 1,092 | 1.205 | 0.780 | F | C | 1.095 | 0.709 | F | C |
| LASSEN ST | Hayvenhurst | Monogram | 2 | 2 | 1400 | 1400 | 1,591 | 1,440 | 1.136 | 1.029 | F | F | 1.033 | 0.935 | F | E |
| LASSEN ST | Monogram | Gothic | 2 | 2 | 1400 | 1400 | 1,591 | 1,440 | 1.136 | 1.029 | F | F | 1.033 | 0.935 | F | E |
| LASSEN ST | Gothic | Woodley | 2 | 2 | 1400 | 1400 | 1,158 | 1,142 | 0.827 | 0.816 | D | D | 0.752 | 0.742 | C | C |
| LASSEN ST | Woodley | Montgomery | 2 | 2 | 1400 | 1400 | 1,392 | 1,408 | 0.994 | 1.006 | E | F | 0.904 | 0.914 | E | E |
| LASSEN ST | Montgomery | Gloria | 2 | 2 | 1400 | 1400 | 1,392 | 1,408 | 0.994 | 1.006 | E | F | 0.904 | 0.914 | E | E |
| LASSEN ST | Gloria | Haskell | 2 | 2 | 1400 | 1400 | 1,392 | 1,408 | 0.994 | 1.006 | E | F | 0.904 | 0.914 | E | E |
| LASSEN ST | Haskell | Aqueduct | 2 | 2 | 1400 | 1400 | 1,331 | 1,228 | 0.951 | 0.877 | E | D | 0.864 | 0.797 | D | C |
| LASSEN ST | Aqueduct | 405 Fwy | 2 | 2 | 1400 | 1400 | 1,331 | 1,228 | 0.951 | 0.877 | E | D | 0.864 | 0.797 | D | C |

| | | | | | Weighted V/C |
|---|---|---|---|---|---|
| Total Links | 362 | 362 | 724 | | |
| Links at E or F (with ATSAC) | 88 | 40 | 128 | 18% | 0.896 |

Note: Bold street name shows street as east/west

| Segment | From | To | Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service W/O ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| LINDLEY AVE | San Fern. Mission | Ludlow | 1 | 1 | 600 | 600 | 103 | 61 | 0.172 | 0.102 | A | A | 0.156 | 0.092 | A | A |
| LINDLEY AVE | Ludlow | Horace | 1 | 1 | 600 | 600 | 103 | 61 | 0.172 | 0.102 | A | A | 0.156 | 0.092 | A | A |
| LINDLEY AVE | Horace | Tulsa Pl | 1 | 1 | 600 | 600 | 103 | 61 | 0.172 | 0.102 | A | A | 0.156 | 0.092 | A | A |
| LINDLEY AVE | Tulsa Pl | Kingsbury | 1 | 1 | 600 | 600 | 118 | 4 | 0.197 | 0.007 | A | A | 0.179 | 0.006 | A | A |
| LINDLEY AVE | Kingsbury | Hiawatha | 1 | 1 | 600 | 600 | 8 | 32 | 0.013 | 0.053 | A | A | 0.012 | 0.048 | A | A |
| LINDLEY AVE | Hiawatha | Devonshire | 1 | 1 | 600 | 600 | 8 | 32 | 0.013 | 0.053 | A | A | 0.012 | 0.048 | A | A |
| ZELZAH AVE | End | Ridgeway | 1 | 1 | 600 | 600 | 43 | 45 | 0.072 | 0.075 | A | A | 0.065 | 0.068 | A | A |
| ZELZAH AVE | Ridgeway | Newcastle | 1 | 1 | 600 | 600 | 35 | 46 | 0.058 | 0.077 | A | A | 0.053 | 0.070 | A | A |
| ZELZAH AVE | Newcastle | Lerdo | 1 | 1 | 600 | 600 | 35 | 46 | 0.058 | 0.077 | A | A | 0.053 | 0.070 | A | A |
| ZELZAH AVE | Lerdo | Rinaldi | 1 | 1 | 600 | 600 | 35 | 46 | 0.058 | 0.077 | A | A | 0.053 | 0.070 | A | A |
| ZELZAH AVE | Rinaldi | SR-118 | 1 | 1 | 600 | 600 | 636 | 253 | 1.060 | 0.422 | F | A | 0.964 | 0.383 | E | A |
| ZELZAH AVE | SR-118 | Simonds | 1 | 1 | 600 | 600 | 168 | 728 | 0.280 | 1.213 | A | F | 0.255 | 1.103 | A | F |
| ZELZAH AVE | Simonds | Index | 1 | 1 | 600 | 600 | 722 | 542 | 1.203 | 0.903 | F | E | 1.094 | 0.821 | F | D |
| ZELZAH AVE | Index | Donmetz | 1 | 1 | 600 | 600 | 722 | 542 | 1.203 | 0.903 | F | E | 1.094 | 0.821 | F | D |
| ZELZAH AVE | Donmetz | Lahey | 1 | 1 | 600 | 600 | 722 | 542 | 1.203 | 0.903 | F | E | 1.094 | 0.821 | F | D |
| ZELZAH AVE | Lahey | San Fern. Mission | 1 | 1 | 600 | 600 | 722 | 542 | 1.203 | 0.903 | F | E | 1.094 | 0.821 | F | D |
| ZELZAH AVE | San Fern. Mission | Horace | 1 | 1 | 600 | 600 | 724 | 623 | 1.207 | 1.038 | F | F | 1.097 | 0.944 | F | E |
| ZELZAH AVE | Horace | Tulsa St | 1 | 1 | 600 | 600 | 724 | 623 | 1.207 | 1.038 | F | F | 1.097 | 0.944 | F | E |
| ZELZAH AVE | Tulsa St | Tribune St | 1 | 1 | 600 | 600 | 960 | 644 | 1.600 | 1.073 | F | F | 1.455 | 0.976 | F | E |
| ZELZAH AVE | Tribune St | Los Alimos | 1 | 1 | 600 | 600 | 975 | 712 | 1.625 | 1.187 | F | F | 1.477 | 1.079 | F | F |
| ZELZAH AVE | Los Alimos | Chatsworth | 1 | 1 | 600 | 600 | 975 | 712 | 1.625 | 1.187 | F | F | 1.477 | 1.079 | F | F |
| ZELZAH AVE | Chatsworth | Kingsbury | 2 | 2 | 1400 | 1400 | 971 | 619 | 0.694 | 0.442 | B | A | 0.631 | 0.402 | B | A |
| ZELZAH AVE | Kingsbury | San Jose | 2 | 2 | 1400 | 1400 | 971 | 619 | 0.694 | 0.442 | B | A | 0.631 | 0.402 | B | A |
| ZELZAH AVE | San Jose | Hiawatha | 2 | 2 | 1400 | 1400 | 1,162 | 865 | 0.830 | 0.618 | D | B | 0.755 | 0.562 | C | A |
| ZELZAH AVE | Hiawatha | Devonshire | 2 | 2 | 1400 | 1400 | 1,162 | 865 | 0.830 | 0.618 | D | B | 0.755 | 0.562 | C | A |
| WHITE OAK AVE | Rinaldi | San Fern. Mission | 2 | 2 | 1200 | 1200 | 565 | 56 | 0.471 | 0.047 | A | A | 0.428 | 0.042 | A | A |
| WHITE OAK AVE | San Fern. Mission | Los Alimos | 1 | 1 | 600 | 600 | 836 | 697 | 1.393 | 1.162 | F | F | 1.267 | 1.056 | F | F |
| WHITE OAK AVE | Los Alimos | Chatsworth | 1 | 1 | 600 | 600 | 719 | 832 | 1.198 | 1.387 | F | F | 1.089 | 1.261 | F | F |
| WHITE OAK AVE | Chatsworth | Kingsbury | 1 | 1 | 600 | 600 | 454 | 335 | 0.757 | 0.558 | C | A | 0.688 | 0.508 | B | A |
| WHITE OAK AVE | Kingsbury | San Jose | 1 | 1 | 600 | 600 | 454 | 335 | 0.757 | 0.558 | C | A | 0.688 | 0.508 | B | A |
| WHITE OAK AVE | San Jose | Devonshire | 2 | 2 | 1200 | 1200 | 168 | 163 | 0.140 | 0.136 | A | A | 0.127 | 0.123 | A | A |
| MAYERLING ST | Rexbon | Lerdo | 1 | 1 | 600 | 600 | 49 | 40 | 0.082 | 0.067 | A | A | 0.074 | 0.061 | A | A |
| MAYERLING ST | Lerdo | Wood Ranch | 1 | 1 | 600 | 600 | 49 | 40 | 0.082 | 0.067 | A | A | 0.074 | 0.061 | A | A |
| MAYERLING ST | Wood Ranch | Jellico | 1 | 1 | 600 | 600 | 24 | 22 | 0.040 | 0.037 | A | A | 0.036 | 0.033 | A | A |
| MAYERLING ST | Jellico | Shoshone | 1 | 1 | 600 | 600 | 24 | 22 | 0.040 | 0.037 | A | A | 0.036 | 0.033 | A | A |
| DARYL AVE | Trosa | Bradford | 1 | 1 | 600 | 600 | 50 | 25 | 0.083 | 0.042 | A | A | 0.076 | 0.038 | A | A |
| MEADOWLARK AVE | Sesnon | Westbury | 1 | 1 | 600 | 600 | 423 | 41 | 0.705 | 0.068 | C | A | 0.641 | 0.062 | B | A |
| NUGENT DR | Westbury | Angelaine | 1 | 1 | 600 | 600 | 485 | 91 | 0.808 | 0.152 | D | A | 0.735 | 0.138 | C | A |
| NUGENT DR | Angelaine | Bradford | 1 | 1 | 600 | 600 | 485 | 91 | 0.808 | 0.152 | D | A | 0.735 | 0.138 | C | A |
| NUGENT DR | Bradford | Shoshone | 1 | 1 | 600 | 600 | 572 | 176 | 0.953 | 0.293 | E | A | 0.867 | 0.267 | D | A |
| SHOSHONE AVE | Nugent | Highwater | 1 | 1 | 600 | 600 | 497 | 137 | 0.828 | 0.228 | D | A | 0.753 | 0.208 | C | A |
| SHOSHONE AVE | Highwater | Mayerling | 1 | 1 | 600 | 600 | 770 | 428 | 1.283 | 0.713 | F | C | 1.167 | 0.648 | F | B |
| SHOSHONE AVE | Mayerling | Flanders | 1 | 1 | 600 | 600 | 762 | 409 | 1.270 | 0.682 | F | B | 1.155 | 0.620 | F | B |
| SHOSHONE AVE | Flanders | Rinaldi | 1 | 1 | 600 | 600 | 762 | 409 | 1.270 | 0.682 | F | B | 1.155 | 0.620 | F | B |
| TROSA ST | Jolette | Neon Way | 1 | 1 | 600 | 600 | 31 | 49 | 0.052 | 0.082 | A | A | 0.047 | 0.074 | A | A |
| JOLETTE AVE | Garris | Nanette | 1 | 1 | 600 | 600 | 67 | 45 | 0.112 | 0.075 | A | A | 0.102 | 0.068 | A | A |
| JOLETTE AVE | Nanette | Dorina | 1 | 1 | 600 | 600 | 254 | 53 | 0.423 | 0.088 | A | A | 0.385 | 0.080 | A | A |
| JOLETTE AVE | Dorina | Darla | 1 | 1 | 600 | 600 | 254 | 53 | 0.423 | 0.088 | A | A | 0.385 | 0.080 | A | A |
| JOLETTE AVE | Darla | Westbury | 1 | 1 | 600 | 600 | 254 | 53 | 0.423 | 0.088 | A | A | 0.385 | 0.080 | A | A |
| JOLETTE AVE | Westbury | Paulette | 1 | 1 | 600 | 600 | 239 | 92 | 0.398 | 0.153 | A | A | 0.362 | 0.139 | A | A |
| JOLETTE AVE | Paulette | Jeanine | 1 | 1 | 600 | 600 | 258 | 173 | 0.430 | 0.288 | A | A | 0.391 | 0.262 | A | A |
| JOLETTE AVE | Jeanine | Rosnick | 1 | 1 | 600 | 600 | 258 | 173 | 0.430 | 0.288 | A | A | 0.391 | 0.262 | A | A |
| JOLETTE AVE | Rosnick | Balboa | 1 | 1 | 600 | 600 | 107 | 175 | 0.178 | 0.292 | A | A | 0.162 | 0.265 | A | A |
| BRADFORD PL | Cascade Canyon | Nugent | 1 | 1 | 600 | 600 | 26 | 28 | 0.043 | 0.047 | A | A | 0.039 | 0.042 | A | A |
| BRADFORD PL | Nugent | Tilford | 1 | 1 | 600 | 600 | 60 | 37 | 0.100 | 0.062 | A | A | 0.091 | 0.056 | A | A |
| BRADFORD PL | Tilford | Firma | 1 | 1 | 600 | 600 | 60 | 37 | 0.100 | 0.062 | A | A | 0.091 | 0.056 | A | A |
| BRADFORD PL | Firma | Sunderland | 1 | 1 | 600 | 600 | 60 | 37 | 0.100 | 0.062 | A | A | 0.091 | 0.056 | A | A |
| BRADFORD PL | Sunderland | Bambi | 1 | 1 | 600 | 600 | 290 | 5 | 0.483 | 0.008 | A | A | 0.439 | 0.008 | A | A |
| BRADFORD PL | Bambi | Jeanette | 1 | 1 | 600 | 600 | 290 | 5 | 0.483 | 0.008 | A | A | 0.439 | 0.008 | A | A |
| BRADFORD PL | Jeanette | Dresden | 1 | 1 | 600 | 600 | 290 | 5 | 0.483 | 0.008 | A | A | 0.439 | 0.008 | A | A |
| BRADFORD PL | Dresden | Mindora | 1 | 1 | 600 | 600 | 290 | 5 | 0.483 | 0.008 | A | A | 0.439 | 0.008 | A | A |

Note: Bold street name shows street as east/west

| Segment | From | To | Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service W/O ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| BRADFORD PL | Mindora | Signature | 1 | 1 | 600 | 600 | 290 | 5 | 0.483 | 0.008 | A | A | 0.439 | 0.008 | A | A |
| EL ORO WAY | Rosnick | Ceredo | 1 | 1 | 600 | 600 | 152 | 28 | 0.253 | 0.047 | A | A | 0.230 | 0.042 | A | A |
| EL ORO WAY | Ceredo | Mandarin | 1 | 1 | 600 | 600 | 152 | 28 | 0.253 | 0.047 | A | A | 0.230 | 0.042 | A | A |
| EL ORO WAY | Mandarin | Signature | 1 | 1 | 600 | 600 | 152 | 45 | 0.253 | 0.075 | A | A | 0.230 | 0.068 | A | A |
| EL ORO WAY | Signature | Paso Robles | 1 | 1 | 600 | 600 | 356 | 26 | 0.593 | 0.043 | A | A | 0.539 | 0.039 | A | A |
| EL ORO WAY | Paso Robles | Midwood | 1 | 1 | 600 | 600 | 356 | 26 | 0.593 | 0.043 | A | A | 0.539 | 0.039 | A | A |
| EL ORO WAY | Midwood | Paso Robles | 1 | 1 | 600 | 600 | 356 | 26 | 0.593 | 0.043 | A | A | 0.539 | 0.039 | A | A |
| PASO ROBLES AVE | Midwood | Barneston | 1 | 1 | 600 | 600 | 356 | 26 | 0.593 | 0.043 | A | A | 0.539 | 0.039 | A | A |
| PASO ROBLES AVE | Barneston | Galesberg | 1 | 1 | 600 | 600 | 200 | 4 | 0.333 | 0.007 | A | A | 0.303 | 0.006 | A | A |
| PASO ROBLES AVE | Galesberg | Lorillard | 1 | 1 | 600 | 600 | 200 | 4 | 0.333 | 0.007 | A | A | 0.303 | 0.006 | A | A |
| PASO ROBLES AVE | Lorillard | Gunther | 1 | 1 | 600 | 600 | 200 | 4 | 0.333 | 0.007 | A | A | 0.303 | 0.006 | A | A |
| PASO ROBLES AVE | Gunther | Halsey | 1 | 1 | 600 | 600 | 200 | 4 | 0.333 | 0.007 | A | A | 0.303 | 0.006 | A | A |
| ENCINO AVE | Rinaldi | Kalisher | 1 | 1 | 600 | 600 | 455 | 257 | 0.758 | 0.428 | C | A | 0.689 | 0.389 | B | A |
| ENCINO AVE | Kalisher | Index | 1 | 1 | 600 | 600 | 455 | 257 | 0.758 | 0.428 | C | A | 0.689 | 0.389 | B | A |
| ENCINO AVE | Index | Donmetz | 1 | 1 | 600 | 600 | 105 | 54 | 0.175 | 0.090 | A | A | 0.159 | 0.082 | A | A |
| ENCINO AVE | Donmetz | Lahey | 1 | 1 | 600 | 600 | 80 | 22 | 0.133 | 0.037 | A | A | 0.121 | 0.033 | A | A |
| ENCINO AVE | Lahey | San Fern. Mission | 1 | 1 | 600 | 600 | 80 | 22 | 0.133 | 0.037 | A | A | 0.121 | 0.033 | A | A |
| ENCINO AVE | San Fern. Mission | Ludlow | 1 | 1 | 600 | 600 | 108 | 31 | 0.180 | 0.052 | A | A | 0.164 | 0.047 | A | A |
| ENCINO AVE | Ludlow | Horace | 1 | 1 | 600 | 600 | 108 | 31 | 0.180 | 0.052 | A | A | 0.164 | 0.047 | A | A |
| ENCINO AVE | Horace | Tulsa | 1 | 1 | 600 | 600 | 108 | 31 | 0.180 | 0.052 | A | A | 0.164 | 0.047 | A | A |
| ENCINO AVE | Tulsa | Tribune | 1 | 1 | 600 | 600 | 257 | 80 | 0.428 | 0.133 | A | A | 0.389 | 0.121 | A | A |
| ENCINO AVE | Tribune | Los Alimos | 1 | 1 | 600 | 600 | 257 | 80 | 0.428 | 0.133 | A | A | 0.389 | 0.121 | A | A |
| ENCINO AVE | Los Alimos | Chatsworth | 1 | 1 | 600 | 600 | 311 | 132 | 0.518 | 0.220 | A | A | 0.471 | 0.200 | A | A |
| ENCINO AVE | Chatsworth | Kingsbury | 1 | 1 | 600 | 600 | 555 | 276 | 0.925 | 0.460 | E | A | 0.841 | 0.418 | D | A |
| ENCINO AVE | Kingsbury | San Jose | 1 | 1 | 600 | 600 | 109 | 88 | 0.182 | 0.147 | A | A | 0.165 | 0.133 | A | A |
| ENCINO AVE | San Jose | Hiawatha | 1 | 1 | 600 | 600 | 485 | 465 | 0.808 | 0.775 | D | C | 0.735 | 0.705 | C | C |
| ENCINO AVE | Hiawatha | Blackhawk | 1 | 1 | 600 | 600 | 485 | 465 | 0.808 | 0.775 | D | C | 0.735 | 0.705 | C | C |
| ENCINO AVE | Blackhawk | Devonshire | 1 | 1 | 600 | 600 | 485 | 465 | 0.808 | 0.775 | D | C | 0.735 | 0.705 | C | C |
| LOUISE AVE | Nugent | Andasol | 1 | 1 | 600 | 600 | 75 | 38 | 0.125 | 0.063 | A | A | 0.114 | 0.058 | A | A |
| LOUISE AVE | Andasol | Signature | 1 | 1 | 600 | 600 | 222 | 32 | 0.370 | 0.053 | A | A | 0.336 | 0.048 | A | A |
| LOUISE AVE | Signature | Barneston Ct | 1 | 1 | 600 | 600 | 438 | 91 | 0.730 | 0.152 | C | A | 0.664 | 0.138 | B | A |
| LOUISE AVE | Barneston Ct | Mayerling | 1 | 1 | 600 | 600 | 304 | 8 | 0.507 | 0.013 | A | A | 0.461 | 0.012 | A | A |
| LOUISE AVE | Mayerling | Bircher | 1 | 1 | 600 | 600 | 631 | 98 | 1.052 | 0.163 | F | A | 0.956 | 0.148 | E | A |
| LOUISE AVE | Bircher | Flanders | 1 | 1 | 600 | 600 | 631 | 98 | 1.052 | 0.163 | F | A | 0.956 | 0.148 | E | A |
| LOUISE AVE | Flanders | Rinaldi | 1 | 1 | 600 | 600 | 631 | 98 | 1.052 | 0.163 | F | A | 0.956 | 0.148 | E | A |
| LOUISE AVE | Rinaldi | Index | 2 | 1 | 1400 | 700 | 367 | 43 | 0.262 | 0.061 | A | A | 0.238 | 0.056 | A | A |
| LOUISE AVE | Index | Lahey | 2 | 1 | 1400 | 700 | 528 | 99 | 0.377 | 0.141 | A | A | 0.343 | 0.129 | A | A |
| LOUISE AVE | Lahey | San Fern. Mission | 2 | 1 | 1400 | 700 | 613 | 159 | 0.438 | 0.227 | A | A | 0.398 | 0.206 | A | A |
| LOUISE AVE | San Fern. Mission | Los Alimos | 1 | 1 | 700 | 700 | 766 | 259 | 1.094 | 0.370 | F | A | 0.995 | 0.336 | E | A |
| LOUISE AVE | Los Alimos | Chatsworth | 1 | 1 | 700 | 700 | 716 | 251 | 1.023 | 0.359 | F | A | 0.930 | 0.326 | E | A |
| LOUISE AVE | Chatsworth | Kingsbury | 2 | 2 | 1400 | 1400 | 688 | 270 | 0.491 | 0.193 | A | A | 0.447 | 0.175 | A | A |
| LOUISE AVE | Kingsbury | Germain | 2 | 2 | 1400 | 1400 | 688 | 270 | 0.491 | 0.193 | A | A | 0.447 | 0.175 | A | A |
| LOUISE AVE | Germain | San Jose | 2 | 2 | 1400 | 1400 | 688 | 270 | 0.491 | 0.193 | A | A | 0.447 | 0.175 | A | A |
| LOUISE AVE | San Jose | Hiawatha | 2 | 2 | 1400 | 1400 | 451 | 108 | 0.322 | 0.077 | A | A | 0.293 | 0.070 | A | A |
| LOUISE AVE | Hiawatha | Devonshire | 2 | 2 | 1400 | 1400 | 451 | 108 | 0.322 | 0.077 | A | A | 0.293 | 0.070 | A | A |
| AMESTOY AVE | Index | Donmetz | 2 | 1 | 1400 | 700 | 528 | 99 | 0.377 | 0.141 | A | A | 0.343 | 0.129 | A | A |
| AMESTOY AVE | Donmetz | Lahey | 2 | 1 | 1400 | 700 | 613 | 159 | 0.438 | 0.227 | A | A | 0.398 | 0.206 | A | A |
| AMESTOY AVE | Lahey | Devonshire | 1 | 1 | 700 | 700 | 766 | 259 | 1.094 | 0.370 | F | A | 0.995 | 0.336 | E | A |
| BALBOA RD | San Fernando | Balboa Blvd | 2 | 2 | 1400 | 1400 | 2,196 | 2,555 | 1.569 | 1.825 | F | F | 1.426 | 1.659 | F | F |
| BALBOA BLVD | Foothill | Balboa Rd | 3 | 2 | 2400 | 1600 | 2,381 | 487 | 0.992 | 0.304 | E | A | 0.902 | 0.277 | E | A |
| BALBOA BLVD | Balboa Rd | Timber Ridge | 2 | 2 | 1600 | 1600 | 3,827 | 2,291 | 2.392 | 1.432 | F | F | 2.174 | 1.302 | F | F |
| BALBOA BLVD | Timber Ridge | Sesnon | 2 | 2 | 1600 | 1600 | 3,827 | 2,291 | 2.392 | 1.432 | F | F | 2.174 | 1.302 | F | F |
| BALBOA BLVD | Sesnon | Orozco | 2 | 2 | 1600 | 1600 | 3,355 | 2,254 | 2.097 | 1.409 | F | F | 1.906 | 1.281 | F | F |
| BALBOA BLVD | Orozco | Tennyson | 2 | 2 | 1600 | 1600 | 3,355 | 2,254 | 2.097 | 1.409 | F | F | 1.906 | 1.281 | F | F |
| BALBOA BLVD | Tennyson | Woodley | 2 | 2 | 1600 | 1600 | 3,262 | 2,069 | 2.039 | 1.293 | F | F | 1.853 | 1.176 | F | F |
| BALBOA BLVD | Woodley | Colven | 2 | 2 | 1600 | 1600 | 3,305 | 2,322 | 2.066 | 1.451 | F | F | 1.878 | 1.319 | F | F |
| BALBOA BLVD | Colven | Pineridge | 2 | 2 | 1600 | 1600 | 3,253 | 2,191 | 2.033 | 1.369 | F | F | 1.848 | 1.245 | F | F |
| BALBOA BLVD | Pineridge | Knollwood | 2 | 2 | 1600 | 1600 | 3,356 | 2,342 | 2.098 | 1.464 | F | F | 1.907 | 1.331 | F | F |
| BALBOA BLVD | Knollwood | Midwood | 2 | 2 | 1600 | 1600 | 3,446 | 2,425 | 2.154 | 1.516 | F | F | 1.958 | 1.378 | F | F |
| BALBOA BLVD | Midwood | Lorillard | 2 | 2 | 1600 | 1600 | 3,405 | 2,498 | 2.128 | 1.561 | F | F | 1.935 | 1.419 | F | F |
| BALBOA BLVD | Lorillard | Halsey | 2 | 2 | 1600 | 1600 | 3,388 | 2,477 | 2.118 | 1.548 | F | F | 1.925 | 1.407 | F | F |

Note: Bold street name shows street as east/west

| Segment | From | To | Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service W/O ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| BALBOA BLVD | Halsey | Rinaldi | 2 | 2 | 1600 | 1600 | 3,588 | 2,480 | 2.243 | 1.550 | F | F | 2.039 | 1.409 | F | F |
| BALBOA BLVD | Rinaldi | Index | 2 | 2 | 1600 | 1600 | 3,394 | 2,737 | 2.121 | 1.711 | F | F | 1.928 | 1.555 | F | F |
| BALBOA BLVD | Index | San Fern. Mission | 2 | 2 | 1600 | 1600 | 1,973 | 1,599 | 1.233 | 0.999 | F | E | 1.121 | 0.909 | F | E |
| BALBOA BLVD | San Fern. Mission | Tulsa | 2 | 2 | 1600 | 1600 | 2,088 | 1,347 | 1.305 | 0.842 | F | D | 1.186 | 0.765 | F | C |
| BALBOA BLVD | Tulsa | Los Alimos | 2 | 2 | 1600 | 1600 | 1,895 | 1,284 | 1.184 | 0.803 | F | D | 1.077 | 0.730 | F | C |
| BALBOA BLVD | Los Alimos | Chatsworth | 2 | 2 | 1600 | 1600 | 1,895 | 1,284 | 1.184 | 0.803 | F | D | 1.077 | 0.730 | F | C |
| BALBOA BLVD | Chatsworth | Kingsbury | 2 | 2 | 1600 | 1600 | 1,967 | 1,358 | 1.229 | 0.849 | F | D | 1.118 | 0.772 | F | C |
| BALBOA BLVD | Kingsbury | Germain | 2 | 2 | 1600 | 1600 | 1,967 | 1,358 | 1.229 | 0.849 | F | D | 1.118 | 0.772 | F | C |
| BALBOA BLVD | Germain | San Jose | 2 | 2 | 1600 | 1600 | 1,967 | 1,358 | 1.229 | 0.849 | F | D | 1.118 | 0.772 | F | C |
| BALBOA BLVD | San Jose | Blackhawk | 2 | 2 | 1600 | 1600 | 1,911 | 1,036 | 1.194 | 0.648 | F | B | 1.086 | 0.589 | F | A |
| BALBOA BLVD | Blackhawk | Devonshire | 2 | 2 | 1600 | 1600 | 1,911 | 1,036 | 1.194 | 0.648 | F | B | 1.086 | 0.589 | F | A |
| PETIT AVE | Tulsa | Tribune | 1 | 1 | 600 | 600 | 3 | 33 | 0.005 | 0.055 | A | A | 0.005 | 0.050 | A | A |
| PETIT AVE | Tribune | Los Alimos | 1 | 1 | 600 | 600 | 3 | 33 | 0.005 | 0.055 | A | A | 0.005 | 0.050 | A | A |
| PETIT AVE | Los Alimos | Chatsworth | 1 | 1 | 600 | 600 | 3 | 33 | 0.005 | 0.055 | A | A | 0.005 | 0.050 | A | A |
| PETIT AVE | Chatsworth | Kingsbury | 1 | 1 | 600 | 600 | 50 | 22 | 0.083 | 0.037 | A | A | 0.076 | 0.033 | A | A |
| PETIT AVE | Kingsbury | Germain | 1 | 1 | 600 | 600 | 50 | 22 | 0.083 | 0.037 | A | A | 0.076 | 0.033 | A | A |
| PETIT AVE | Germain | San Jose | 1 | 1 | 600 | 600 | 50 | 22 | 0.083 | 0.037 | A | A | 0.076 | 0.033 | A | A |
| PETIT AVE | San Jose | Minnehaha | 1 | 1 | 600 | 600 | 31 | 7 | 0.052 | 0.012 | A | A | 0.047 | 0.011 | A | A |
| PETIT AVE | Minnehaha | Blackhawk | 1 | 1 | 600 | 600 | 31 | 7 | 0.052 | 0.012 | A | A | 0.047 | 0.011 | A | A |
| PETIT AVE | Blackhawk | Devonshire | 1 | 1 | 600 | 600 | 222 | 124 | 0.370 | 0.207 | A | A | 0.336 | 0.188 | A | A |
| PETIT AVE | Devonshire | Romar | 1 | 1 | 600 | 600 | 45 | 29 | 0.075 | 0.048 | A | A | 0.068 | 0.044 | A | A |
| KNOLLWOOD DR | Pineridge | Sarazen | 1 | 1 | 600 | 600 | 6 | 32 | 0.010 | 0.053 | A | A | 0.009 | 0.048 | A | A |
| KNOLLWOOD DR | Sarazen | Demaret | 1 | 1 | 600 | 600 | 6 | 32 | 0.010 | 0.053 | A | A | 0.009 | 0.048 | A | A |
| KNOLLWOOD DR | Demaret | Susan | 1 | 1 | 600 | 600 | 6 | 32 | 0.010 | 0.053 | A | A | 0.009 | 0.048 | A | A |
| KNOLLWOOD DR | Susan | Balboa | 1 | 1 | 600 | 600 | 181 | 103 | 0.302 | 0.172 | A | A | 0.274 | 0.156 | A | A |
| GERALD AVE | Shamhart | Midwood | 1 | 1 | 600 | 600 | 5 | 32 | 0.008 | 0.053 | A | A | 0.008 | 0.048 | A | A |
| GERALD AVE | Midwood | Barneston | 1 | 1 | 600 | 600 | 5 | 32 | 0.008 | 0.053 | A | A | 0.008 | 0.048 | A | A |
| GERALD AVE | Barneston | Armstead | 1 | 1 | 600 | 600 | 5 | 32 | 0.008 | 0.053 | A | A | 0.008 | 0.048 | A | A |
| HAYVENHURST | Rinaldi | Simonds | 2 | 2 | 1400 | 1400 | 799 | 196 | 0.571 | 0.140 | A | A | 0.519 | 0.127 | A | A |
| HAYVENHURST | Simonds | Index | 2 | 2 | 1400 | 1400 | 448 | 617 | 0.320 | 0.441 | A | A | 0.291 | 0.401 | A | A |
| HAYVENHURST | Index | San Fern. Mission | 2 | 2 | 1400 | 1400 | 1,375 | 401 | 0.982 | 0.286 | E | A | 0.893 | 0.260 | D | A |
| HAYVENHURST | San Fern. Mission | Horace | 2 | 2 | 1400 | 1400 | 1,601 | 683 | 1.144 | 0.488 | F | A | 1.040 | 0.444 | F | A |
| HAYVENHURST | Horace | Tulsa | 2 | 2 | 1400 | 1400 | 1,440 | 600 | 1.029 | 0.429 | F | A | 0.935 | 0.390 | E | A |
| HAYVENHURST | Tulsa | Chatsworth | 2 | 2 | 1400 | 1400 | 1,333 | 583 | 0.952 | 0.416 | E | A | 0.866 | 0.379 | D | A |
| HAYVENHURST | Chatsworth | San Jose | 2 | 2 | 1400 | 1400 | 1,041 | 286 | 0.744 | 0.204 | C | A | 0.676 | 0.186 | B | A |
| HAYVENHURST | San Jose | Blackhawk | 2 | 2 | 1400 | 1400 | 894 | 384 | 0.639 | 0.274 | B | A | 0.581 | 0.249 | A | A |
| HAYVENHURST | Blackhawk | Devonshire | 2 | 2 | 1400 | 1400 | 1,039 | 464 | 0.742 | 0.331 | C | A | 0.675 | 0.301 | B | A |
| HAYVENHURST | Devonshire | Mayall | 2 | 2 | 1400 | 1400 | 813 | 226 | 0.581 | 0.161 | A | A | 0.528 | 0.147 | A | A |
| HAYVENHURST | Mayall | Vintage | 2 | 2 | 1400 | 1400 | 813 | 226 | 0.581 | 0.161 | A | A | 0.528 | 0.147 | A | A |
| HAYVENHURST | Vintage | Lassen | 2 | 2 | 1400 | 1400 | 882 | 314 | 0.630 | 0.224 | B | A | 0.573 | 0.204 | A | A |
| GOTHIC AVE | Woodley | Rinaldi | 1 | 1 | 600 | 600 | 245 | 101 | 0.408 | 0.168 | A | A | 0.371 | 0.153 | A | A |
| GOTHIC AVE | Rinaldi | Index | 1 | 1 | 600 | 600 | 323 | 7 | 0.538 | 0.012 | A | A | 0.489 | 0.011 | A | A |
| GOTHIC AVE | Index | Donmetz | 1 | 1 | 600 | 600 | 323 | 7 | 0.538 | 0.012 | A | A | 0.489 | 0.011 | A | A |
| GOTHIC AVE | Donmetz | Chatsworth | 1 | 1 | 600 | 600 | 37 | 41 | 0.062 | 0.068 | A | A | 0.056 | 0.062 | A | A |
| GOTHIC AVE | Chatsworth | Lassen | 1 | 1 | 600 | 600 | 751 | 659 | 1.252 | 1.098 | F | F | 1.138 | 0.998 | F | E |
| WOODLEY AVE | Balboa | McLennan | 1 | 1 | 600 | 600 | 284 | 50 | 0.473 | 0.083 | A | A | 0.430 | 0.076 | A | A |
| WOODLEY AVE | McLennan | Nanette | 1 | 1 | 600 | 600 | 284 | 50 | 0.473 | 0.083 | A | A | 0.430 | 0.076 | A | A |
| WOODLEY AVE | Nanette | Knollwood | 1 | 1 | 600 | 600 | 284 | 35 | 0.473 | 0.058 | A | A | 0.430 | 0.053 | A | A |
| WOODLEY AVE | Knollwood | Pineridge | 1 | 1 | 600 | 600 | 284 | 35 | 0.473 | 0.058 | A | A | 0.430 | 0.053 | A | A |
| WOODLEY AVE | Pineridge | Gerald | 1 | 1 | 600 | 600 | 277 | 40 | 0.462 | 0.067 | A | A | 0.420 | 0.061 | A | A |
| WOODLEY AVE | Gerald | Gothic | 1 | 1 | 600 | 600 | 277 | 40 | 0.462 | 0.067 | A | A | 0.420 | 0.061 | A | A |
| WOODLEY AVE | Gothic | Collett | 1 | 1 | 600 | 600 | 208 | 28 | 0.347 | 0.047 | A | A | 0.315 | 0.042 | A | A |
| WOODLEY AVE | Collett | Rinaldi | 1 | 1 | 600 | 600 | 208 | 36 | 0.347 | 0.060 | A | A | 0.315 | 0.055 | A | A |
| WOODLEY AVE | Rinaldi | Simonds | 2 | 2 | 1600 | 1600 | 791 | 455 | 0.494 | 0.284 | A | A | 0.449 | 0.259 | A | A |
| WOODLEY AVE | Simonds | Index | 2 | 2 | 1600 | 1600 | 770 | 452 | 0.481 | 0.283 | A | A | 0.438 | 0.257 | A | A |
| WOODLEY AVE | Index | San Fern. Mission | 2 | 2 | 1600 | 1600 | 1,092 | 459 | 0.683 | 0.287 | B | A | 0.620 | 0.261 | B | A |
| WOODLEY AVE | San Fern. Mission | Horace | 2 | 2 | 1600 | 1600 | 968 | 316 | 0.605 | 0.198 | B | A | 0.550 | 0.180 | A | A |
| WOODLEY AVE | Horace | Tulsa | 2 | 2 | 1600 | 1600 | 1,030 | 345 | 0.644 | 0.216 | B | A | 0.585 | 0.196 | A | A |
| WOODLEY AVE | Tulsa | Chatsworth | 2 | 2 | 1600 | 1600 | 1,543 | 518 | 0.964 | 0.324 | E | A | 0.877 | 0.294 | D | A |
| WOODLEY AVE | Chatsworth | San Jose | 2 | 2 | 1600 | 1600 | 1,963 | 1,140 | 1.227 | 0.713 | F | C | 1.115 | 0.648 | F | B |
| WOODLEY AVE | San Jose | Devonshire | 2 | 2 | 1600 | 1600 | 1,568 | 779 | 0.980 | 0.487 | E | A | 0.891 | 0.443 | D | A |

Note: Bold street name shows street as east/west

| Segment | From | To | Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service W/O ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| WOODLEY AVE | Devonshire | Mayall | 2 | 2 | 1600 | 1600 | 1,452 | 813 | 0.908 | 0.508 | E | A | 0.825 | 0.462 | D | A |
| WOODLEY AVE | Mayall | Lassen | 2 | 2 | 1600 | 1600 | 1,588 | 762 | 0.993 | 0.476 | E | A | 0.902 | 0.433 | E | A |
| GAYNOR AVE | Rinaldi | Chatsworth | 1 | 1 | 600 | 600 | 95 | 132 | 0.158 | 0.220 | A | A | 0.144 | 0.200 | A | A |
| GAYNOR AVE | Chatsworth | Kingsbury | 1 | 1 | 600 | 600 | 28 | 36 | 0.047 | 0.060 | A | A | 0.042 | 0.055 | A | A |
| MONTGOMERY AVE | Kingsbury | San Jose | 1 | 1 | 600 | 600 | 28 | 36 | 0.047 | 0.060 | A | A | 0.042 | 0.055 | A | A |
| MONTGOMERY AVE | San Jose | Blackhawk | 1 | 1 | 600 | 600 | 73 | 71 | 0.122 | 0.118 | A | A | 0.111 | 0.108 | A | A |
| MONTGOMERY AVE | Blackhawk | Devonshire | 1 | 1 | 600 | 600 | 111 | 84 | 0.185 | 0.140 | A | A | 0.168 | 0.127 | A | A |
| MONTGOMERY AVE | Devonshire | Tuba | 1 | 1 | 600 | 600 | 7 | 7 | 0.012 | 0.012 | A | A | 0.011 | 0.011 | A | A |
| MONTGOMERY AVE | Tuba | Lemarsh | 1 | 1 | 600 | 600 | 7 | 7 | 0.012 | 0.012 | A | A | 0.011 | 0.011 | A | A |
| MONTGOMERY AVE | Lemarsh | Mayall | 1 | 1 | 600 | 600 | 48 | 37 | 0.080 | 0.062 | A | A | 0.073 | 0.056 | A | A |
| MONTGOMERY AVE | Mayall | Septo | 1 | 1 | 600 | 600 | 42 | 40 | 0.070 | 0.067 | A | A | 0.064 | 0.061 | A | A |
| MONTGOMERY AVE | Septo | Lassen | 1 | 1 | 600 | 600 | 42 | 40 | 0.070 | 0.067 | A | A | 0.064 | 0.061 | A | A |
| HASKELL AVE | Rinaldi | Index | 2 | 2 | 1400 | 1400 | 438 | 155 | 0.313 | 0.111 | A | A | 0.284 | 0.101 | A | A |
| HASKELL AVE | Index | Lahey | 2 | 2 | 1400 | 1400 | 213 | 157 | 0.152 | 0.112 | A | A | 0.138 | 0.102 | A | A |
| HASKELL AVE | Lahey | San Fern. Mission | 2 | 2 | 1400 | 1400 | 213 | 157 | 0.152 | 0.112 | A | A | 0.138 | 0.102 | A | A |
| HASKELL AVE | San Fern. Mission | Tulsa | 2 | 2 | 1400 | 1400 | 410 | 294 | 0.293 | 0.210 | A | A | 0.266 | 0.191 | A | A |
| HASKELL AVE | Tulsa | Bermuda | 2 | 2 | 1400 | 1400 | 496 | 299 | 0.354 | 0.214 | A | A | 0.322 | 0.194 | A | A |
| HASKELL AVE | Bermuda | Los Alimos | 2 | 2 | 1400 | 1400 | 496 | 299 | 0.354 | 0.214 | A | A | 0.322 | 0.194 | A | A |
| HASKELL AVE | Los Alimos | Chatsworth | 2 | 2 | 1400 | 1400 | 496 | 299 | 0.354 | 0.214 | A | A | 0.322 | 0.194 | A | A |
| HASKELL AVE | Chatsworth | Kingsbury | 2 | 2 | 1400 | 1400 | 816 | 334 | 0.583 | 0.239 | A | A | 0.530 | 0.217 | A | A |
| HASKELL AVE | Kingsbury | San Jose | 2 | 2 | 1400 | 1400 | 816 | 334 | 0.583 | 0.239 | A | A | 0.530 | 0.217 | A | A |
| HASKELL AVE | San Jose | Devonshire | 2 | 2 | 1400 | 1400 | 518 | 338 | 0.370 | 0.241 | A | A | 0.336 | 0.219 | A | A |
| HASKELL AVE | Devonshire | Tuba | 2 | 2 | 1400 | 1400 | 864 | 302 | 0.617 | 0.216 | B | A | 0.561 | 0.196 | A | A |
| HASKELL AVE | Tuba | Lemarsh | 2 | 2 | 1400 | 1400 | 864 | 302 | 0.617 | 0.216 | B | A | 0.561 | 0.196 | A | A |
| HASKELL AVE | Lemarsh | Mayall | 2 | 2 | 1400 | 1400 | 792 | 214 | 0.566 | 0.153 | A | A | 0.514 | 0.139 | A | A |
| HASKELL AVE | Mayall | Stare | 1 | 1 | 600 | 600 | 42 | 40 | 0.070 | 0.067 | A | A | 0.064 | 0.061 | A | A |
| HASKELL AVE | Stare | Septo | 1 | 1 | 600 | 600 | 42 | 40 | 0.070 | 0.067 | A | A | 0.064 | 0.061 | A | A |
| HASKELL AVE | Septo | Lassen | 1 | 1 | 600 | 600 | 42 | 40 | 0.070 | 0.067 | A | A | 0.064 | 0.061 | A | A |
| SAN FERNANDO RD | Sierra Hwy | Ranch Rd | 2 | 2 | 1600 | 1600 | 3,938 | 1,452 | 2.461 | 0.908 | F | E | 2.238 | 0.825 | F | D |
| SAN FERNANDO RD | Ranch Rd | Balboa | 2 | 2 | 1600 | 1600 | 2,298 | 3,933 | 1.436 | 2.458 | F | F | 1.306 | 2.235 | F | F |
| SAN FERNANDO RD | Balboa | Sepulveda | 2 | 2 | 1600 | 1600 | 667 | 2,661 | 0.417 | 1.663 | A | F | 0.379 | 1.512 | A | F |
| SEPULVEDA BLVD (north link) | San Fernando | Roxford | 2 | 2 | 1600 | 1600 | 1,238 | 346 | 0.774 | 0.216 | C | A | 0.703 | 0.197 | C | A |
| SEPULVEDA BLVD (south link) | San Fernando | Roxford | 1 | 1 | 800 | 800 | 1,326 | 452 | 1.658 | 0.565 | F | A | 1.507 | 0.514 | F | A |
| SESNON BLVD | Cascade Canyon | Marcus | 1 | 1 | 800 | 800 | 108 | 145 | 0.135 | 0.181 | A | A | 0.123 | 0.165 | A | A |
| SESNON BLVD | Marcus | Neon | 1 | 1 | 800 | 800 | 108 | 145 | 0.135 | 0.181 | A | A | 0.123 | 0.165 | A | A |
| SESNON BLVD | Neon | Jolette | 1 | 1 | 800 | 800 | 108 | 145 | 0.135 | 0.181 | A | A | 0.123 | 0.165 | A | A |
| SESNON BLVD | Jolette | Bronte | 1 | 1 | 800 | 800 | 40 | 39 | 0.050 | 0.049 | A | A | 0.045 | 0.044 | A | A |
| SESNON BLVD | Bronte | Tuscan | 1 | 1 | 800 | 800 | 40 | 39 | 0.050 | 0.049 | A | A | 0.045 | 0.044 | A | A |
| SESNON BLVD | Tuscan | Meadowlark | 1 | 1 | 800 | 800 | 40 | 39 | 0.050 | 0.049 | A | A | 0.045 | 0.044 | A | A |
| SESNON BLVD | Meadowlark | Orozco | 1 | 1 | 800 | 800 | 468 | 39 | 0.585 | 0.049 | A | A | 0.532 | 0.044 | A | A |
| SESNON BLVD | Orozco | Constable | 1 | 1 | 800 | 800 | 471 | 36 | 0.589 | 0.045 | A | A | 0.535 | 0.041 | A | A |
| SESNON BLVD | Constable | Balboa | 1 | 1 | 800 | 800 | 471 | 36 | 0.589 | 0.045 | A | A | 0.535 | 0.041 | A | A |
| LISETTE ST | Jolette | Jimeno | 1 | 1 | 600 | 600 | 227 | 48 | 0.378 | 0.080 | A | A | 0.344 | 0.073 | A | A |
| LISETTE ST | Jimeno | Balboa | 1 | 1 | 600 | 600 | 318 | 392 | 0.530 | 0.653 | A | B | 0.482 | 0.594 | A | A |
| WESTBURY DR | Daryl | Henzie | 1 | 1 | 600 | 600 | 4 | 26 | 0.007 | 0.043 | A | A | 0.006 | 0.039 | A | A |
| WESTBURY DR | Henzie | Byron | 1 | 1 | 600 | 600 | 4 | 26 | 0.007 | 0.043 | A | A | 0.006 | 0.039 | A | A |
| WESTBURY DR | Byron | Lithuania | 1 | 1 | 600 | 600 | 66 | 91 | 0.110 | 0.152 | A | A | 0.100 | 0.138 | A | A |
| WESTBURY DR | Lithuania | El Oro | 1 | 1 | 600 | 600 | 66 | 91 | 0.110 | 0.152 | A | A | 0.100 | 0.138 | A | A |
| WESTBURY DR | El Oro | Balboa | 1 | 1 | 600 | 600 | 66 | 91 | 0.110 | 0.152 | A | A | 0.100 | 0.138 | A | A |
| ROSNICK PL | El Oro | McLennan | 1 | 1 | 600 | 600 | 152 | 28 | 0.253 | 0.047 | A | A | 0.230 | 0.042 | A | A |
| PINERIDGE DR | McLennan | Kenny | 1 | 1 | 600 | 600 | 69 | 49 | 0.115 | 0.082 | A | A | 0.105 | 0.074 | A | A |
| PINERIDGE DR | Kenny | Catenia | 1 | 1 | 600 | 600 | 42 | 43 | 0.070 | 0.072 | A | A | 0.064 | 0.065 | A | A |
| PINERIDGE DR | Catenia | Knollwood | 1 | 1 | 600 | 600 | 42 | 43 | 0.070 | 0.072 | A | A | 0.064 | 0.065 | A | A |
| PINERIDGE DR | Knollwood | Woodley | 1 | 1 | 600 | 600 | 6 | 50 | 0.010 | 0.083 | A | A | 0.009 | 0.076 | A | A |
| SIGNATURE DR | Louise | El Oro | 1 | 1 | 600 | 600 | 28 | 206 | 0.047 | 0.343 | A | A | 0.042 | 0.312 | A | A |
| REXBON RD | Zelzah | Mayerling | 1 | 1 | 600 | 600 | 41 | 27 | 0.068 | 0.045 | A | A | 0.062 | 0.041 | A | A |
| MIDWOOD DR | El Oro | Balboa | 1 | 1 | 600 | 600 | 147 | 86 | 0.245 | 0.143 | A | A | 0.223 | 0.130 | A | A |
| SHAMHART DR | Knollwood | Woodley | 1 | 1 | 600 | 600 | 103 | 181 | 0.172 | 0.302 | A | A | 0.156 | 0.274 | A | A |
| MAYERLING ST | Shoshone | Babbitt | 1 | 1 | 600 | 600 | 16 | 7 | 0.027 | 0.012 | A | A | 0.024 | 0.011 | A | A |
| BARNESTON ST | Louise | Paso Robles | 1 | 1 | 600 | 600 | 207 | 12 | 0.345 | 0.020 | A | A | 0.314 | 0.018 | A | A |
| ARMSTEAD ST | Gerald | Gothic | 1 | 1 | 600 | 600 | 34 | 29 | 0.057 | 0.048 | A | A | 0.052 | 0.044 | A | A |

Note: Bold street name shows street as east/west

| Segment | From | To | Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service W/O ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| ARMSTEAD ST | Gothic | Woodley | 1 | 1 | 600 | 600 | 42 | 40 | 0.070 | 0.067 | A | A | 0.064 | 0.061 | A | A |
| RINALDI ST | Chimineas | Zelzah | 2 | 2 | 1600 | 1600 | 1,959 | 1,602 | 1.224 | 1.001 | F | F | 1.113 | 0.910 | F | E |
| RINALDI ST | Zelzah | Yarmouth | 2 | 2 | 1600 | 1600 | 1,963 | 1,224 | 1.227 | 0.765 | F | C | 1.115 | 0.695 | F | B |
| RINALDI ST | Yarmouth | Rancho Del Valle | 2 | 2 | 1600 | 1600 | 1,859 | 1,229 | 1.162 | 0.768 | F | C | 1.056 | 0.698 | F | B |
| RINALDI ST | Rancho Del Valle | Ridge Way | 2 | 2 | 1600 | 1600 | 1,869 | 1,122 | 1.168 | 0.701 | F | C | 1.062 | 0.638 | F | B |
| RINALDI ST | Ridge Way | Shoshone | 2 | 2 | 1600 | 1600 | 1,869 | 1,122 | 1.168 | 0.701 | F | C | 1.062 | 0.638 | F | B |
| RINALDI ST | Shoshone | Andasol | 2 | 2 | 1600 | 1600 | 1,365 | 972 | 0.853 | 0.608 | D | B | 0.776 | 0.552 | C | A |
| RINALDI ST | Andasol | Louise | 2 | 2 | 1600 | 1600 | 1,109 | 517 | 0.693 | 0.323 | B | A | 0.630 | 0.294 | B | A |
| RINALDI ST | Louise | Babbitt | 2 | 2 | 1600 | 1600 | 894 | 514 | 0.559 | 0.321 | A | A | 0.508 | 0.292 | A | A |
| RINALDI ST | Babbitt | Amestoy | 2 | 2 | 1600 | 1600 | 894 | 514 | 0.559 | 0.321 | A | A | 0.508 | 0.292 | A | A |
| RINALDI ST | Amestoy | Balboa | 2 | 2 | 1600 | 1600 | 841 | 731 | 0.526 | 0.457 | A | A | 0.478 | 0.415 | A | A |
| RINALDI ST | Balboa | Ruffner | 2 | 2 | 1600 | 1600 | 894 | 1,234 | 0.559 | 0.771 | A | C | 0.508 | 0.701 | A | C |
| RINALDI ST | Ruffner | Hayvenhurst | 2 | 2 | 1600 | 1600 | 990 | 1,246 | 0.619 | 0.779 | B | C | 0.563 | 0.708 | A | C |
| RINALDI ST | Hayvenhurst | Odessa | 2 | 2 | 1600 | 1600 | 1,320 | 973 | 0.825 | 0.608 | D | B | 0.750 | 0.553 | C | A |
| RINALDI ST | Odessa | Swinton | 2 | 2 | 1600 | 1600 | 1,568 | 1,049 | 0.980 | 0.656 | E | B | 0.891 | 0.596 | D | A |
| RINALDI ST | Swinton | Woodley | 2 | 2 | 1600 | 1600 | 1,474 | 1,082 | 0.921 | 0.676 | E | B | 0.838 | 0.615 | D | B |
| RINALDI ST | Woodley | Gaynor | 2 | 2 | 1600 | 1600 | 1,904 | 1,382 | 1.190 | 0.864 | F | D | 1.082 | 0.785 | F | C |
| RINALDI ST | Gaynor | Haskell | 2 | 2 | 1600 | 1600 | 1,907 | 1,382 | 1.192 | 0.864 | F | D | 1.084 | 0.785 | F | C |
| RINALDI ST | Haskell | Blucher | 2 | 2 | 1600 | 1600 | 2,346 | 1,536 | 1.466 | 0.960 | F | E | 1.333 | 0.873 | F | D |
| RINALDI ST | Blucher | 405 Fwy | 2 | 2 | 1600 | 1600 | 2,368 | 1,564 | 1.480 | 0.978 | F | E | 1.345 | 0.889 | F | D |
| INDEX ST | Yarmouth | Aldea | 1 | 1 | 600 | 600 | 714 | 468 | 1.190 | 0.780 | F | C | 1.082 | 0.709 | F | C |
| INDEX ST | Aldea | Amestoy | 1 | 1 | 600 | 600 | 625 | 275 | 1.042 | 0.458 | F | A | 0.947 | 0.417 | E | A |
| INDEX ST | Amestoy | Balboa | 1 | 1 | 600 | 600 | 626 | 275 | 1.043 | 0.458 | F | A | 0.948 | 0.417 | E | A |
| INDEX ST | Balboa | McLennan | 1 | 1 | 600 | 600 | 412 | 138 | 0.687 | 0.230 | B | A | 0.624 | 0.209 | B | A |
| INDEX ST | McLennan | Ruffner | 1 | 1 | 600 | 600 | 408 | 112 | 0.680 | 0.187 | B | A | 0.618 | 0.170 | B | A |
| INDEX ST | Ruffner | Danube | 1 | 1 | 600 | 600 | 321 | 170 | 0.535 | 0.283 | A | A | 0.486 | 0.258 | A | A |
| SAN FERNANDO MISSION | Chimineas | Lindley | 2 | 2 | 1400 | 1400 | 1,034 | 621 | 0.739 | 0.444 | C | A | 0.671 | 0.403 | B | A |
| SAN FERNANDO MISSION | Lindley | Zelzah | 1 | 1 | 700 | 700 | 1,027 | 572 | 1.467 | 0.817 | F | D | 1.334 | 0.743 | F | C |
| SAN FERNANDO MISSION | Zelzah | Yarmouth | 1 | 1 | 700 | 700 | 966 | 589 | 1.380 | 0.841 | F | D | 1.255 | 0.765 | F | C |
| SAN FERNANDO MISSION | Yarmouth | Shoshone | 1 | 1 | 700 | 700 | 876 | 629 | 1.251 | 0.899 | F | D | 1.138 | 0.817 | F | D |
| SAN FERNANDO MISSION | Shoshone | Encino | 1 | 1 | 700 | 700 | 817 | 626 | 1.167 | 0.894 | F | D | 1.061 | 0.813 | F | D |
| SAN FERNANDO MISSION | Encino | Andasol | 1 | 1 | 700 | 700 | 825 | 615 | 1.179 | 0.879 | F | D | 1.071 | 0.799 | F | C |
| SAN FERNANDO MISSION | Andasol | Louise | 1 | 1 | 700 | 700 | 826 | 615 | 1.180 | 0.879 | F | D | 1.073 | 0.799 | F | C |
| SAN FERNANDO MISSION | Louise | Amestoy | 2 | 2 | 1400 | 1400 | 1,143 | 938 | 0.816 | 0.670 | D | B | 0.742 | 0.609 | C | B |
| SAN FERNANDO MISSION | Amestoy | Paso Robles | 2 | 2 | 1400 | 1400 | 1,239 | 1,024 | 0.885 | 0.731 | D | C | 0.805 | 0.665 | D | B |
| SAN FERNANDO MISSION | Paso Robles | Balboa | 2 | 2 | 1400 | 1400 | 1,239 | 1,024 | 0.885 | 0.731 | D | C | 0.805 | 0.665 | D | B |
| SAN FERNANDO MISSION | Balboa | Petit | 2 | 2 | 1400 | 1400 | 1,268 | 687 | 0.906 | 0.491 | E | A | 0.823 | 0.446 | D | A |
| SAN FERNANDO MISSION | Petit | Ruffner | 2 | 2 | 1400 | 1400 | 1,268 | 687 | 0.906 | 0.491 | E | A | 0.823 | 0.446 | D | A |
| SAN FERNANDO MISSION | Ruffner | Gerald | 2 | 2 | 1400 | 1400 | 1,172 | 692 | 0.837 | 0.494 | D | A | 0.761 | 0.449 | C | A |
| SAN FERNANDO MISSION | Gerald | Hayvenhurst | 2 | 2 | 1400 | 1400 | 1,172 | 692 | 0.837 | 0.494 | D | A | 0.761 | 0.449 | C | A |
| SAN FERNANDO MISSION | Hayvenhurst | Monogram | 2 | 2 | 1400 | 1400 | 1,097 | 673 | 0.784 | 0.481 | C | A | 0.712 | 0.437 | C | A |
| SAN FERNANDO MISSION | Monogram | Gothic | 2 | 2 | 1400 | 1400 | 1,097 | 673 | 0.784 | 0.481 | C | A | 0.712 | 0.437 | C | A |
| SAN FERNANDO MISSION | Gothic | Haskell | 1 | 1 | 700 | 700 | 773 | 665 | 1.104 | 0.950 | F | E | 1.004 | 0.864 | F | D |
| SAN FERNANDO MISSION | Haskell | Danube | 1 | 1 | 700 | 700 | 823 | 712 | 1.176 | 1.017 | F | F | 1.069 | 0.925 | F | E |
| SAN FERNANDO MISSION | Danube | Blucher | 1 | 1 | 700 | 700 | 823 | 712 | 1.176 | 1.017 | F | F | 1.069 | 0.925 | F | E |
| SAN FERNANDO MISSION | Blucher | 405 Fwy | 1 | 1 | 700 | 700 | 823 | 712 | 1.176 | 1.017 | F | F | 1.069 | 0.925 | F | E |
| TULSA ST | Lindley | Louise | 1 | 1 | 600 | 600 | 588 | 543 | 0.980 | 0.905 | E | E | 0.891 | 0.823 | D | D |
| TULSA ST | Louise | Paso Robles | 1 | 1 | 600 | 600 | 500 | 298 | 0.833 | 0.497 | D | A | 0.758 | 0.452 | C | A |
| TULSA ST | Paso Robles | Balboa | 1 | 1 | 600 | 600 | 559 | 335 | 0.932 | 0.558 | E | A | 0.847 | 0.508 | D | A |
| TULSA ST | Balboa | Hayvenhurst | 1 | 1 | 600 | 600 | 271 | 172 | 0.452 | 0.287 | A | A | 0.411 | 0.261 | A | A |
| TULSA ST | Hayvenhurst | Monogram | 1 | 1 | 600 | 600 | 29 | 37 | 0.048 | 0.062 | A | A | 0.044 | 0.056 | A | A |
| TULSA ST | Monogram | Gothic | 1 | 1 | 600 | 600 | 29 | 37 | 0.048 | 0.062 | A | A | 0.044 | 0.056 | A | A |
| JONFIN ST | Gothic | end | 1 | 1 | 600 | 600 | 50 | 46 | 0.083 | 0.077 | A | A | 0.076 | 0.070 | A | A |
| CHATSWORTH ST | Etiwanda | Lindley | 2 | 2 | 1400 | 1400 | 1,758 | 1,862 | 1.256 | 1.330 | F | F | 1.142 | 1.209 | F | F |
| CHATSWORTH ST | Lindley | Zelzah | 2 | 2 | 1400 | 1400 | 1,688 | 1,898 | 1.206 | 1.356 | F | F | 1.096 | 1.232 | F | F |
| CHATSWORTH ST | Zelzah | Yarmouth | 1 | 1 | 700 | 700 | 719 | 839 | 1.027 | 1.199 | F | F | 0.934 | 1.090 | E | F |
| CHATSWORTH ST | Yarmouth | White Oak | 1 | 1 | 700 | 700 | 719 | 839 | 1.027 | 1.199 | F | F | 0.934 | 1.090 | E | F |
| CHATSWORTH ST | White Oak | Shoshone | 1 | 1 | 700 | 700 | 411 | 302 | 0.587 | 0.431 | A | A | 0.534 | 0.392 | A | A |
| CHATSWORTH ST | Shoshone | Encino | 1 | 1 | 700 | 700 | 411 | 302 | 0.587 | 0.431 | A | A | 0.534 | 0.392 | A | A |
| CHATSWORTH ST | Encino | Andasol | 1 | 1 | 700 | 700 | 640 | 432 | 0.914 | 0.617 | E | B | 0.831 | 0.561 | D | A |
| CHATSWORTH ST | Andasol | Louise | 1 | 1 | 700 | 700 | 640 | 432 | 0.914 | 0.617 | E | B | 0.831 | 0.561 | D | A |

Note: Bold street name shows street as east/west

| Segment | From | To | Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service W/O ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| CHATSWORTH ST | Louise | Aldea | 1 | 1 | 700 | 700 | 791 | 630 | 1.130 | 0.900 | F | E | 1.027 | 0.818 | F | D |
| CHATSWORTH ST | Aldea | Genesta | 2 | 2 | 1400 | 1400 | 1,141 | 682 | 0.815 | 0.487 | D | A | 0.741 | 0.443 | C | A |
| CHATSWORTH ST | Genesta | Balboa | 2 | 2 | 1400 | 1400 | 1,091 | 750 | 0.779 | 0.536 | C | A | 0.708 | 0.487 | C | A |
| CHATSWORTH ST | Balboa | Petit | 2 | 2 | 1400 | 1400 | 1,119 | 780 | 0.799 | 0.557 | C | A | 0.727 | 0.506 | C | A |
| CHATSWORTH ST | Petit | Hayvenhurst | 2 | 2 | 1400 | 1400 | 1,095 | 733 | 0.782 | 0.524 | C | A | 0.711 | 0.476 | C | A |
| CHATSWORTH ST | Hayvenhurst | Debra | 2 | 2 | 1400 | 1400 | 1,076 | 710 | 0.769 | 0.507 | C | A | 0.699 | 0.461 | B | A |
| CHATSWORTH ST | Debra | Gothic | 2 | 2 | 1400 | 1400 | 1,076 | 710 | 0.769 | 0.507 | C | A | 0.699 | 0.461 | B | A |
| CHATSWORTH ST | Gothic | Swinton | 2 | 2 | 1400 | 1400 | 1,077 | 710 | 0.769 | 0.507 | C | A | 0.699 | 0.461 | B | A |
| CHATSWORTH ST | Swinton | Woodley | 2 | 2 | 1400 | 1400 | 1,077 | 710 | 0.769 | 0.507 | C | A | 0.699 | 0.461 | B | A |
| CHATSWORTH ST | Woodley | Gaviota | 2 | 2 | 1400 | 1400 | 943 | 774 | 0.674 | 0.553 | B | A | 0.612 | 0.503 | B | A |
| CHATSWORTH ST | Gaviota | Gaynor | 2 | 2 | 1400 | 1400 | 943 | 774 | 0.674 | 0.553 | B | A | 0.612 | 0.503 | B | A |
| CHATSWORTH ST | Gaynor | Haskell | 2 | 2 | 1400 | 1400 | 943 | 774 | 0.674 | 0.553 | B | A | 0.612 | 0.503 | B | A |
| CHATSWORTH ST | Haskell | Aqueduct | 2 | 2 | 1400 | 1400 | 1,268 | 813 | 0.906 | 0.581 | E | A | 0.823 | 0.528 | D | A |
| CHATSWORTH ST | Aqueduct | 405 Fwy | 2 | 2 | 1400 | 1400 | 1,268 | 813 | 0.906 | 0.581 | E | A | 0.823 | 0.528 | D | A |
| SAN JOSE ST | Zelzah | Yarmouth | 1 | 1 | 600 | 600 | 481 | 534 | 0.802 | 0.890 | D | D | 0.729 | 0.809 | C | D |
| SAN JOSE ST | Yarmouth | Jellico | 1 | 1 | 600 | 600 | 781 | 949 | 1.302 | 1.582 | F | F | 1.183 | 1.438 | F | F |
| SAN JOSE ST | Jellico | Shoshone | 1 | 1 | 600 | 600 | 766 | 672 | 1.277 | 1.120 | F | F | 1.161 | 1.018 | F | F |
| SAN JOSE ST | Shoshone | Encino | 1 | 1 | 600 | 600 | 766 | 672 | 1.277 | 1.120 | F | F | 1.161 | 1.018 | F | F |
| SAN JOSE ST | Encino | Bianca | 1 | 1 | 600 | 600 | 653 | 560 | 1.088 | 0.933 | F | E | 0.989 | 0.848 | E | D |
| SAN JOSE ST | Bianca | Andasol | 1 | 1 | 600 | 600 | 653 | 560 | 1.088 | 0.933 | F | E | 0.989 | 0.848 | E | D |
| SAN JOSE ST | Andasol | Genesta | 1 | 1 | 600 | 600 | 687 | 668 | 1.145 | 1.113 | F | F | 1.041 | 1.012 | F | F |
| SAN JOSE ST | Genesta | Balboa | 1 | 1 | 600 | 600 | 456 | 412 | 0.760 | 0.687 | C | B | 0.691 | 0.624 | B | B |
| SAN JOSE ST | Balboa | Danube | 1 | 1 | 600 | 600 | 484 | 210 | 0.807 | 0.350 | D | A | 0.733 | 0.318 | C | A |
| DEVONSHIRE ST | Etiwanda | Zelzah | 3 | 2 | 2400 | 1600 | 1,674 | 1,380 | 0.698 | 0.863 | B | D | 0.634 | 0.784 | B | C |
| DEVONSHIRE ST | Lindley | Zelzah | 3 | 2 | 2400 | 1600 | 1,674 | 1,380 | 0.698 | 0.863 | B | D | 0.634 | 0.784 | B | C |
| DEVONSHIRE ST | Zelzah | White Oak | 2 | 2 | 1600 | 1600 | 1,031 | 695 | 0.644 | 0.434 | B | A | 0.586 | 0.395 | A | A |
| DEVONSHIRE ST | White Oak | Encino | 2 | 2 | 1600 | 1600 | 835 | 333 | 0.522 | 0.208 | A | A | 0.474 | 0.189 | A | A |
| DEVONSHIRE ST | Encino | Andasol | 2 | 2 | 1600 | 1600 | 1,118 | 650 | 0.699 | 0.406 | B | A | 0.635 | 0.369 | B | A |
| DEVONSHIRE ST | Andasol | Louise | 2 | 2 | 1600 | 1600 | 1,118 | 650 | 0.699 | 0.406 | B | A | 0.635 | 0.369 | B | A |
| DEVONSHIRE ST | Louise | Amestoy | 2 | 3 | 1600 | 2400 | 1,042 | 481 | 0.651 | 0.200 | B | A | 0.592 | 0.182 | A | A |
| DEVONSHIRE ST | Amestoy | Balboa | 2 | 3 | 1600 | 2400 | 1,386 | 753 | 0.866 | 0.314 | D | A | 0.788 | 0.285 | C | A |
| DEVONSHIRE ST | Balboa | Petit | 3 | 3 | 2400 | 2400 | 1,052 | 537 | 0.438 | 0.224 | A | A | 0.398 | 0.203 | A | A |
| DEVONSHIRE ST | Petit | Ruffner | 3 | 3 | 2400 | 2400 | 830 | 411 | 0.346 | 0.171 | A | A | 0.314 | 0.156 | A | A |
| DEVONSHIRE ST | Ruffner | Hayvenhurst | 3 | 3 | 2400 | 2400 | 830 | 411 | 0.346 | 0.171 | A | A | 0.314 | 0.156 | A | A |
| DEVONSHIRE ST | Hayvenhurst | Gothic | 2 | 2 | 1600 | 1600 | 1,433 | 1,002 | 0.896 | 0.626 | D | B | 0.814 | 0.569 | D | A |
| DEVONSHIRE ST | Gothic | Woodley | 1 | 1 | 800 | 800 | 749 | 533 | 0.936 | 0.666 | E | B | 0.851 | 0.606 | D | B |
| DEVONSHIRE ST | Woodley | Montgomery | 1 | 1 | 800 | 800 | 748 | 683 | 0.935 | 0.854 | E | D | 0.850 | 0.776 | D | C |
| DEVONSHIRE ST | Montgomery | Densmore | 1 | 1 | 800 | 800 | 827 | 786 | 1.034 | 0.983 | F | E | 0.940 | 0.893 | E | D |
| DEVONSHIRE ST | Densmore | Haskell | 1 | 1 | 800 | 800 | 827 | 786 | 1.034 | 0.983 | F | E | 0.940 | 0.893 | E | D |
| DEVONSHIRE ST | Haskell | Aqueduct | 1 | 1 | 800 | 800 | 1,410 | 1,081 | 1.763 | 1.351 | F | F | 1.602 | 1.228 | F | F |
| DEVONSHIRE ST | Aqueduct | Blucher | 1 | 1 | 800 | 800 | 1,410 | 1,081 | 1.763 | 1.351 | F | F | 1.602 | 1.228 | F | F |
| DEVONSHIRE ST | Blucher | 405 Fwy | 3 | 3 | 2400 | 2400 | 1,410 | 1,072 | 0.588 | 0.447 | A | A | 0.534 | 0.406 | A | A |
| MAYALL ST | Balboa | end | 1 | 1 | 600 | 600 | 379 | 317 | 0.632 | 0.528 | B | A | 0.574 | 0.480 | A | A |
| MAYALL ST | Ruffner | Odessa | 1 | 1 | 600 | 600 | 49 | 44 | 0.082 | 0.073 | A | A | 0.074 | 0.067 | A | A |
| MAYALL ST | Gothic | Haskell | 1 | 1 | 600 | 600 | 393 | 135 | 0.655 | 0.225 | B | A | 0.595 | 0.205 | A | A |
| LASSEN ST | Balboa | Whitaker | 2 | 2 | 1400 | 1400 | 1,514 | 1,062 | 1.081 | 0.759 | F | C | 0.983 | 0.690 | E | B |
| LASSEN ST | Whitaker | Petit | 2 | 2 | 1400 | 1400 | 1,514 | 1,062 | 1.081 | 0.759 | F | C | 0.983 | 0.690 | E | B |
| LASSEN ST | Petit | Ruffner | 2 | 2 | 1400 | 1400 | 1,514 | 1,062 | 1.081 | 0.759 | F | C | 0.983 | 0.690 | E | B |
| LASSEN ST | Ruffner | Hayvenhurst | 2 | 2 | 1400 | 1400 | 1,514 | 1,062 | 1.081 | 0.759 | F | C | 0.983 | 0.690 | E | B |
| LASSEN ST | Hayvenhurst | Monogram | 2 | 2 | 1400 | 1400 | 1,562 | 1,246 | 1.116 | 0.890 | F | D | 1.014 | 0.809 | F | D |
| LASSEN ST | Monogram | Gothic | 2 | 2 | 1400 | 1400 | 1,562 | 1,246 | 1.116 | 0.890 | F | D | 1.014 | 0.809 | F | D |
| LASSEN ST | Gothic | Woodley | 2 | 2 | 1400 | 1400 | 1,237 | 1,197 | 0.884 | 0.855 | D | D | 0.803 | 0.777 | D | C |
| LASSEN ST | Woodley | Montgomery | 2 | 2 | 1400 | 1400 | 1,412 | 1,407 | 1.009 | 1.005 | F | F | 0.917 | 0.914 | E | E |
| LASSEN ST | Montgomery | Gloria | 2 | 2 | 1400 | 1400 | 1,412 | 1,407 | 1.009 | 1.005 | F | F | 0.917 | 0.914 | E | E |
| LASSEN ST | Gloria | Haskell | 2 | 2 | 1400 | 1400 | 1,412 | 1,407 | 1.009 | 1.005 | F | F | 0.917 | 0.914 | E | E |
| LASSEN ST | Haskell | Aqueduct | 2 | 2 | 1400 | 1400 | 1,413 | 1,264 | 1.009 | 0.903 | F | E | 0.918 | 0.821 | E | D |
| LASSEN ST | Aqueduct | 405 Fwy | 2 | 2 | 1400 | 1400 | 1,413 | 1,264 | 1.009 | 0.903 | F | E | 0.918 | 0.821 | E | D |
| | | **Total Links** | **362** | **362** | **724** | | | | | | | | | | | |

Weighted V/C

Note: Bold street name shows street as east/west

| Segment | From | To | Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service W/O ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| | | | | | | | | **Links at E or F (with ATSAC)** | | | **101** | **43** | **144** | **20%** | | 0.952 |

Note: Bold street name shows street as east/west

| Segment | From | To | Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service W/O ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| LINDLEY AVE | San Fern. Mission | Ludlow | 1 | 1 | 600 | 600 | 103 | 61 | 0.172 | 0.102 | A | A | 0.156 | 0.092 | A | A |
| LINDLEY AVE | Ludlow | Horace | 1 | 1 | 600 | 600 | 103 | 61 | 0.172 | 0.102 | A | A | 0.156 | 0.092 | A | A |
| LINDLEY AVE | Horace | Tulsa Pl | 1 | 1 | 600 | 600 | 103 | 61 | 0.172 | 0.102 | A | A | 0.156 | 0.092 | A | A |
| LINDLEY AVE | Tulsa Pl | Kingsbury | 1 | 1 | 600 | 600 | 118 | 4 | 0.197 | 0.007 | A | A | 0.179 | 0.006 | A | A |
| LINDLEY AVE | Kingsbury | Hiawatha | 1 | 1 | 600 | 600 | 8 | 32 | 0.013 | 0.053 | A | A | 0.012 | 0.048 | A | A |
| LINDLEY AVE | Hiawatha | Devonshire | 1 | 1 | 600 | 600 | 8 | 32 | 0.013 | 0.053 | A | A | 0.012 | 0.048 | A | A |
| ZELZAH AVE | End | Ridgeway | 1 | 1 | 600 | 600 | 43 | 45 | 0.072 | 0.075 | A | A | 0.065 | 0.068 | A | A |
| ZELZAH AVE | Ridgeway | Newcastle | 1 | 1 | 600 | 600 | 35 | 46 | 0.058 | 0.077 | A | A | 0.053 | 0.070 | A | A |
| ZELZAH AVE | Newcastle | Lerdo | 1 | 1 | 600 | 600 | 35 | 46 | 0.058 | 0.077 | A | A | 0.053 | 0.070 | A | A |
| ZELZAH AVE | Lerdo | Rinaldi | 1 | 1 | 600 | 600 | 35 | 46 | 0.058 | 0.077 | A | A | 0.053 | 0.070 | A | A |
| ZELZAH AVE | Rinaldi | SR-118 | 1 | 1 | 600 | 600 | 636 | 253 | 1.060 | 0.422 | F | A | 0.964 | 0.383 | E | A |
| ZELZAH AVE | SR-118 | Simonds | 1 | 1 | 600 | 600 | 168 | 728 | 0.280 | 1.213 | A | F | 0.255 | 1.103 | A | F |
| ZELZAH AVE | Simonds | Index | 1 | 1 | 600 | 600 | 722 | 542 | 1.203 | 0.903 | F | E | 1.094 | 0.821 | F | D |
| ZELZAH AVE | Index | Donmetz | 1 | 1 | 600 | 600 | 722 | 542 | 1.203 | 0.903 | F | E | 1.094 | 0.821 | F | D |
| ZELZAH AVE | Donmetz | Lahey | 1 | 1 | 600 | 600 | 722 | 542 | 1.203 | 0.903 | F | E | 1.094 | 0.821 | F | D |
| ZELZAH AVE | Lahey | San Fern. Mission | 1 | 1 | 600 | 600 | 722 | 542 | 1.203 | 0.903 | F | E | 1.094 | 0.821 | F | D |
| ZELZAH AVE | San Fern. Mission | Horace | 1 | 1 | 600 | 600 | 724 | 623 | 1.207 | 1.038 | F | F | 1.097 | 0.944 | F | E |
| ZELZAH AVE | Horace | Tulsa St | 1 | 1 | 600 | 600 | 724 | 623 | 1.207 | 1.038 | F | F | 1.097 | 0.944 | F | E |
| ZELZAH AVE | Tulsa St | Tribune St | 1 | 1 | 600 | 600 | 960 | 644 | 1.600 | 1.073 | F | F | 1.455 | 0.976 | F | E |
| ZELZAH AVE | Tribune St | Los Alimos | 1 | 1 | 600 | 600 | 975 | 712 | 1.625 | 1.187 | F | F | 1.477 | 1.079 | F | F |
| ZELZAH AVE | Los Alimos | Chatsworth | 1 | 1 | 600 | 600 | 975 | 712 | 1.625 | 1.187 | F | F | 1.477 | 1.079 | F | F |
| ZELZAH AVE | Chatsworth | Kingsbury | 2 | 2 | 1400 | 1400 | 971 | 619 | 0.694 | 0.442 | B | A | 0.631 | 0.402 | B | A |
| ZELZAH AVE | Kingsbury | San Jose | 2 | 2 | 1400 | 1400 | 971 | 619 | 0.694 | 0.442 | B | A | 0.631 | 0.402 | B | A |
| ZELZAH AVE | San Jose | Hiawatha | 2 | 2 | 1400 | 1400 | 1,162 | 865 | 0.830 | 0.618 | D | B | 0.755 | 0.562 | C | A |
| ZELZAH AVE | Hiawatha | Devonshire | 2 | 2 | 1400 | 1400 | 1,162 | 865 | 0.830 | 0.618 | D | B | 0.755 | 0.562 | C | A |
| WHITE OAK AVE | Rinaldi | San Fern. Mission | 2 | 2 | 1200 | 1200 | 565 | 56 | 0.471 | 0.047 | A | A | 0.428 | 0.042 | A | A |
| WHITE OAK AVE | San Fern. Mission | Los Alimos | 1 | 1 | 600 | 600 | 836 | 697 | 1.393 | 1.162 | F | F | 1.267 | 1.056 | F | F |
| WHITE OAK AVE | Los Alimos | Chatsworth | 1 | 1 | 600 | 600 | 719 | 832 | 1.198 | 1.387 | F | F | 1.089 | 1.261 | F | F |
| WHITE OAK AVE | Chatsworth | Kingsbury | 1 | 1 | 600 | 600 | 454 | 335 | 0.757 | 0.558 | C | A | 0.688 | 0.508 | B | A |
| WHITE OAK AVE | Kingsbury | San Jose | 1 | 1 | 600 | 600 | 454 | 335 | 0.757 | 0.558 | C | A | 0.688 | 0.508 | B | A |
| WHITE OAK AVE | San Jose | Devonshire | 2 | 2 | 1200 | 1200 | 168 | 163 | 0.140 | 0.136 | A | A | 0.127 | 0.123 | A | A |
| MAYERLING ST | Rexbon | Lerdo | 1 | 1 | 600 | 600 | 49 | 40 | 0.082 | 0.067 | A | A | 0.074 | 0.061 | A | A |
| MAYERLING ST | Lerdo | Wood Ranch | 1 | 1 | 600 | 600 | 49 | 40 | 0.082 | 0.067 | A | A | 0.074 | 0.061 | A | A |
| MAYERLING ST | Wood Ranch | Jellico | 1 | 1 | 600 | 600 | 24 | 22 | 0.040 | 0.037 | A | A | 0.036 | 0.033 | A | A |
| MAYERLING ST | Jellico | Shoshone | 1 | 1 | 600 | 600 | 24 | 22 | 0.040 | 0.037 | A | A | 0.036 | 0.033 | A | A |
| DARYL AVE | Trosa | Bradford | 1 | 1 | 600 | 600 | 50 | 25 | 0.083 | 0.042 | A | A | 0.076 | 0.038 | A | A |
| MEADOWLARK AVE | Sesnon | Westbury | 1 | 1 | 600 | 600 | 423 | 41 | 0.705 | 0.068 | C | A | 0.641 | 0.062 | B | A |
| NUGENT DR | Westbury | Angelaine | 1 | 1 | 600 | 600 | 485 | 91 | 0.808 | 0.152 | D | A | 0.735 | 0.138 | C | A |
| NUGENT DR | Angelaine | Bradford | 1 | 1 | 600 | 600 | 485 | 91 | 0.808 | 0.152 | D | A | 0.735 | 0.138 | C | A |
| NUGENT DR | Bradford | Shoshone | 1 | 1 | 600 | 600 | 572 | 176 | 0.953 | 0.293 | E | A | 0.867 | 0.267 | D | A |
| SHOSHONE AVE | Nugent | Highwater | 1 | 1 | 600 | 600 | 497 | 137 | 0.828 | 0.228 | D | A | 0.753 | 0.208 | C | A |
| SHOSHONE AVE | Highwater | Mayerling | 1 | 1 | 600 | 600 | 770 | 428 | 1.283 | 0.713 | F | C | 1.167 | 0.648 | F | B |
| SHOSHONE AVE | Mayerling | Flanders | 1 | 1 | 600 | 600 | 762 | 409 | 1.270 | 0.682 | F | B | 1.155 | 0.620 | F | B |
| SHOSHONE AVE | Flanders | Rinaldi | 1 | 1 | 600 | 600 | 762 | 409 | 1.270 | 0.682 | F | B | 1.155 | 0.620 | F | B |
| TROSA ST | Jolette | Neon Way | 1 | 1 | 600 | 600 | 31 | 49 | 0.052 | 0.082 | A | A | 0.047 | 0.074 | A | A |
| JOLETTE AVE | Garris | Nanette | 1 | 1 | 600 | 600 | 67 | 45 | 0.112 | 0.075 | A | A | 0.102 | 0.068 | A | A |
| JOLETTE AVE | Nanette | Dorina | 1 | 1 | 600 | 600 | 254 | 53 | 0.423 | 0.088 | A | A | 0.385 | 0.080 | A | A |
| JOLETTE AVE | Dorina | Darla | 1 | 1 | 600 | 600 | 254 | 53 | 0.423 | 0.088 | A | A | 0.385 | 0.080 | A | A |
| JOLETTE AVE | Darla | Westbury | 1 | 1 | 600 | 600 | 254 | 53 | 0.423 | 0.088 | A | A | 0.385 | 0.080 | A | A |
| JOLETTE AVE | Westbury | Paulette | 1 | 1 | 600 | 600 | 239 | 92 | 0.398 | 0.153 | A | A | 0.362 | 0.139 | A | A |
| JOLETTE AVE | Paulette | Jeanine | 1 | 1 | 600 | 600 | 258 | 173 | 0.430 | 0.288 | A | A | 0.391 | 0.262 | A | A |
| JOLETTE AVE | Jeanine | Rosnick | 1 | 1 | 600 | 600 | 258 | 173 | 0.430 | 0.288 | A | A | 0.391 | 0.262 | A | A |
| JOLETTE AVE | Rosnick | Balboa | 1 | 1 | 600 | 600 | 107 | 175 | 0.178 | 0.292 | A | A | 0.162 | 0.265 | A | A |
| BRADFORD PL | Cascade Canyon | Nugent | 1 | 1 | 600 | 600 | 26 | 28 | 0.043 | 0.047 | A | A | 0.039 | 0.042 | A | A |
| BRADFORD PL | Nugent | Tilford | 1 | 1 | 600 | 600 | 60 | 37 | 0.100 | 0.062 | A | A | 0.091 | 0.056 | A | A |
| BRADFORD PL | Tilford | Firma | 1 | 1 | 600 | 600 | 60 | 37 | 0.100 | 0.062 | A | A | 0.091 | 0.056 | A | A |
| BRADFORD PL | Firma | Sunderland | 1 | 1 | 600 | 600 | 60 | 37 | 0.100 | 0.062 | A | A | 0.091 | 0.056 | A | A |
| BRADFORD PL | Sunderland | Bambi | 1 | 1 | 600 | 600 | 290 | 5 | 0.483 | 0.008 | A | A | 0.439 | 0.008 | A | A |
| BRADFORD PL | Bambi | Jeanette | 1 | 1 | 600 | 600 | 290 | 5 | 0.483 | 0.008 | A | A | 0.439 | 0.008 | A | A |
| BRADFORD PL | Jeanette | Dresden | 1 | 1 | 600 | 600 | 290 | 5 | 0.483 | 0.008 | A | A | 0.439 | 0.008 | A | A |
| BRADFORD PL | Dresden | Mindora | 1 | 1 | 600 | 600 | 290 | 5 | 0.483 | 0.008 | A | A | 0.439 | 0.008 | A | A |

Note: Bold street name shows street as east/west

| Segment | From | To | Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service W/O ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| BRADFORD PL | Mindora | Signature | 1 | 1 | 600 | 600 | 290 | 5 | 0.483 | 0.008 | A | A | 0.439 | 0.008 | A | A |
| EL ORO WAY | Rosnick | Ceredo | 1 | 1 | 600 | 600 | 152 | 28 | 0.253 | 0.047 | A | A | 0.230 | 0.042 | A | A |
| EL ORO WAY | Ceredo | Mandarin | 1 | 1 | 600 | 600 | 152 | 28 | 0.253 | 0.047 | A | A | 0.230 | 0.042 | A | A |
| EL ORO WAY | Mandarin | Signature | 1 | 1 | 600 | 600 | 152 | 45 | 0.253 | 0.075 | A | A | 0.230 | 0.068 | A | A |
| EL ORO WAY | Signature | Paso Robles | 1 | 1 | 600 | 600 | 356 | 26 | 0.593 | 0.043 | A | A | 0.539 | 0.039 | A | A |
| EL ORO WAY | Paso Robles | Midwood | 1 | 1 | 600 | 600 | 356 | 26 | 0.593 | 0.043 | A | A | 0.539 | 0.039 | A | A |
| EL ORO WAY | Midwood | Paso Robles | 1 | 1 | 600 | 600 | 356 | 26 | 0.593 | 0.043 | A | A | 0.539 | 0.039 | A | A |
| PASO ROBLES AVE | Midwood | Barneston | 1 | 1 | 600 | 600 | 356 | 26 | 0.593 | 0.043 | A | A | 0.539 | 0.039 | A | A |
| PASO ROBLES AVE | Barneston | Galesberg | 1 | 1 | 600 | 600 | 200 | 4 | 0.333 | 0.007 | A | A | 0.303 | 0.006 | A | A |
| PASO ROBLES AVE | Galesberg | Lorillard | 1 | 1 | 600 | 600 | 200 | 4 | 0.333 | 0.007 | A | A | 0.303 | 0.006 | A | A |
| PASO ROBLES AVE | Lorillard | Gunther | 1 | 1 | 600 | 600 | 200 | 4 | 0.333 | 0.007 | A | A | 0.303 | 0.006 | A | A |
| PASO ROBLES AVE | Gunther | Halsey | 1 | 1 | 600 | 600 | 200 | 4 | 0.333 | 0.007 | A | A | 0.303 | 0.006 | A | A |
| ENCINO AVE | Rinaldi | Kalisher | 1 | 1 | 600 | 600 | 455 | 257 | 0.758 | 0.428 | C | A | 0.689 | 0.389 | B | A |
| ENCINO AVE | Kalisher | Index | 1 | 1 | 600 | 600 | 455 | 257 | 0.758 | 0.428 | C | A | 0.689 | 0.389 | B | A |
| ENCINO AVE | Index | Donmetz | 1 | 1 | 600 | 600 | 105 | 54 | 0.175 | 0.090 | A | A | 0.159 | 0.082 | A | A |
| ENCINO AVE | Donmetz | Lahey | 1 | 1 | 600 | 600 | 80 | 22 | 0.133 | 0.037 | A | A | 0.121 | 0.033 | A | A |
| ENCINO AVE | Lahey | San Fern. Mission | 1 | 1 | 600 | 600 | 80 | 22 | 0.133 | 0.037 | A | A | 0.121 | 0.033 | A | A |
| ENCINO AVE | San Fern. Mission | Ludlow | 1 | 1 | 600 | 600 | 108 | 31 | 0.180 | 0.052 | A | A | 0.164 | 0.047 | A | A |
| ENCINO AVE | Ludlow | Horace | 1 | 1 | 600 | 600 | 108 | 31 | 0.180 | 0.052 | A | A | 0.164 | 0.047 | A | A |
| ENCINO AVE | Horace | Tulsa | 1 | 1 | 600 | 600 | 108 | 31 | 0.180 | 0.052 | A | A | 0.164 | 0.047 | A | A |
| ENCINO AVE | Tulsa | Tribune | 1 | 1 | 600 | 600 | 257 | 80 | 0.428 | 0.133 | A | A | 0.389 | 0.121 | A | A |
| ENCINO AVE | Tribune | Los Alimos | 1 | 1 | 600 | 600 | 257 | 80 | 0.428 | 0.133 | A | A | 0.389 | 0.121 | A | A |
| ENCINO AVE | Los Alimos | Chatsworth | 1 | 1 | 600 | 600 | 311 | 132 | 0.518 | 0.220 | A | A | 0.471 | 0.200 | A | A |
| ENCINO AVE | Chatsworth | Kingsbury | 1 | 1 | 600 | 600 | 555 | 276 | 0.925 | 0.460 | E | A | 0.841 | 0.418 | D | A |
| ENCINO AVE | Kingsbury | San Jose | 1 | 1 | 600 | 600 | 109 | 88 | 0.182 | 0.147 | A | A | 0.165 | 0.133 | A | A |
| ENCINO AVE | San Jose | Hiawatha | 1 | 1 | 600 | 600 | 485 | 465 | 0.808 | 0.775 | D | C | 0.735 | 0.705 | C | C |
| ENCINO AVE | Hiawatha | Blackhawk | 1 | 1 | 600 | 600 | 485 | 465 | 0.808 | 0.775 | D | C | 0.735 | 0.705 | C | C |
| ENCINO AVE | Blackhawk | Devonshire | 1 | 1 | 600 | 600 | 485 | 465 | 0.808 | 0.775 | D | C | 0.735 | 0.705 | C | C |
| LOUISE AVE | Nugent | Andasol | 1 | 1 | 600 | 600 | 75 | 38 | 0.125 | 0.063 | A | A | 0.114 | 0.058 | A | A |
| LOUISE AVE | Andasol | Signature | 1 | 1 | 600 | 600 | 222 | 32 | 0.370 | 0.053 | A | A | 0.336 | 0.048 | A | A |
| LOUISE AVE | Signature | Barneston Ct | 1 | 1 | 600 | 600 | 438 | 91 | 0.730 | 0.152 | C | A | 0.664 | 0.138 | B | A |
| LOUISE AVE | Barneston Ct | Mayerling | 1 | 1 | 600 | 600 | 304 | 8 | 0.507 | 0.013 | A | A | 0.461 | 0.012 | A | A |
| LOUISE AVE | Mayerling | Bircher | 1 | 1 | 600 | 600 | 631 | 98 | 1.052 | 0.163 | F | A | 0.956 | 0.148 | E | A |
| LOUISE AVE | Bircher | Flanders | 1 | 1 | 600 | 600 | 631 | 98 | 1.052 | 0.163 | F | A | 0.956 | 0.148 | E | A |
| LOUISE AVE | Flanders | Rinaldi | 1 | 1 | 600 | 600 | 631 | 98 | 1.052 | 0.163 | F | A | 0.956 | 0.148 | E | A |
| LOUISE AVE | Rinaldi | Index | 2 | 1 | 1400 | 700 | 367 | 43 | 0.262 | 0.061 | A | A | 0.238 | 0.056 | A | A |
| LOUISE AVE | Index | Lahey | 2 | 1 | 1400 | 700 | 528 | 99 | 0.377 | 0.141 | A | A | 0.343 | 0.129 | A | A |
| LOUISE AVE | Lahey | San Fern. Mission | 2 | 1 | 1400 | 700 | 613 | 159 | 0.438 | 0.227 | A | A | 0.398 | 0.206 | A | A |
| LOUISE AVE | San Fern. Mission | Los Alimos | 1 | 1 | 700 | 700 | 766 | 259 | 1.094 | 0.370 | F | A | 0.995 | 0.336 | E | A |
| LOUISE AVE | Los Alimos | Chatsworth | 1 | 1 | 700 | 700 | 716 | 251 | 1.023 | 0.359 | F | A | 0.930 | 0.326 | E | A |
| LOUISE AVE | Chatsworth | Kingsbury | 2 | 2 | 1400 | 1400 | 688 | 270 | 0.491 | 0.193 | A | A | 0.447 | 0.175 | A | A |
| LOUISE AVE | Kingsbury | Germain | 2 | 2 | 1400 | 1400 | 688 | 270 | 0.491 | 0.193 | A | A | 0.447 | 0.175 | A | A |
| LOUISE AVE | Germain | San Jose | 2 | 2 | 1400 | 1400 | 688 | 270 | 0.491 | 0.193 | A | A | 0.447 | 0.175 | A | A |
| LOUISE AVE | San Jose | Hiawatha | 2 | 2 | 1400 | 1400 | 451 | 108 | 0.322 | 0.077 | A | A | 0.293 | 0.070 | A | A |
| LOUISE AVE | Hiawatha | Devonshire | 2 | 2 | 1400 | 1400 | 451 | 108 | 0.322 | 0.077 | A | A | 0.293 | 0.070 | A | A |
| AMESTOY AVE | Index | Donmetz | 2 | 1 | 1400 | 700 | 528 | 99 | 0.377 | 0.141 | A | A | 0.343 | 0.129 | A | A |
| AMESTOY AVE | Donmetz | Lahey | 2 | 1 | 1400 | 700 | 613 | 159 | 0.438 | 0.227 | A | A | 0.398 | 0.206 | A | A |
| AMESTOY AVE | Lahey | Devonshire | 1 | 1 | 700 | 700 | 766 | 259 | 1.094 | 0.370 | F | A | 0.995 | 0.336 | E | A |
| BALBOA RD | San Fernando | Balboa Blvd | 2 | 2 | 1400 | 1400 | 2,196 | 2,555 | 1.569 | 1.825 | F | F | 1.426 | 1.659 | F | F |
| BALBOA BLVD | Foothill | Balboa Rd | 3 | 2 | 2400 | 1600 | 2,381 | 487 | 0.992 | 0.304 | E | A | 0.902 | 0.277 | E | A |
| BALBOA BLVD | Balboa Rd | Timber Ridge | 2 | 2 | 1600 | 1600 | 3,827 | 2,291 | 2.392 | 1.432 | F | F | 2.174 | 1.302 | F | F |
| BALBOA BLVD | Timber Ridge | Sesnon | 2 | 2 | 1600 | 1600 | 3,827 | 2,291 | 2.392 | 1.432 | F | F | 2.174 | 1.302 | F | F |
| BALBOA BLVD | Sesnon | Orozco | 2 | 2 | 1600 | 1600 | 3,355 | 2,254 | 2.097 | 1.409 | F | F | 1.906 | 1.281 | F | F |
| BALBOA BLVD | Orozco | Tennyson | 2 | 2 | 1600 | 1600 | 3,355 | 2,254 | 2.097 | 1.409 | F | F | 1.906 | 1.281 | F | F |
| BALBOA BLVD | Tennyson | Woodley | 2 | 2 | 1600 | 1600 | 3,262 | 2,069 | 2.039 | 1.293 | F | F | 1.853 | 1.176 | F | F |
| BALBOA BLVD | Woodley | Colven | 2 | 2 | 1600 | 1600 | 3,305 | 2,322 | 2.066 | 1.451 | F | F | 1.878 | 1.319 | F | F |
| BALBOA BLVD | Colven | Pineridge | 2 | 2 | 1600 | 1600 | 3,253 | 2,191 | 2.033 | 1.369 | F | F | 1.848 | 1.245 | F | F |
| BALBOA BLVD | Pineridge | Knollwood | 2 | 2 | 1600 | 1600 | 3,356 | 2,342 | 2.098 | 1.464 | F | F | 1.907 | 1.331 | F | F |
| BALBOA BLVD | Knollwood | Midwood | 2 | 2 | 1600 | 1600 | 3,446 | 2,425 | 2.154 | 1.516 | F | F | 1.958 | 1.378 | F | F |
| BALBOA BLVD | Midwood | Lorillard | 2 | 2 | 1600 | 1600 | 3,405 | 2,498 | 2.128 | 1.561 | F | F | 1.935 | 1.419 | F | F |
| BALBOA BLVD | Lorillard | Halsey | 2 | 2 | 1600 | 1600 | 3,388 | 2,477 | 2.118 | 1.548 | F | F | 1.925 | 1.407 | F | F |

Note: Bold street name shows street as east/west

| Segment | From | To | Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service W/O ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| BALBOA BLVD | Halsey | Rinaldi | 2 | 2 | 1600 | 1600 | 3,588 | 2,480 | 2.243 | 1.550 | F | F | 2.039 | 1.409 | F | F |
| BALBOA BLVD | Rinaldi | Index | 2 | 2 | 1600 | 1600 | 3,394 | 2,737 | 2.121 | 1.711 | F | F | 1.928 | 1.555 | F | F |
| BALBOA BLVD | Index | San Fern. Mission | 2 | 2 | 1600 | 1600 | 1,973 | 1,599 | 1.233 | 0.999 | F | E | 1.121 | 0.909 | F | E |
| BALBOA BLVD | San Fern. Mission | Tulsa | 2 | 2 | 1600 | 1600 | 2,088 | 1,347 | 1.305 | 0.842 | F | D | 1.186 | 0.765 | F | C |
| BALBOA BLVD | Tulsa | Los Alimos | 2 | 2 | 1600 | 1600 | 1,895 | 1,284 | 1.184 | 0.803 | F | D | 1.077 | 0.730 | F | C |
| BALBOA BLVD | Los Alimos | Chatsworth | 2 | 2 | 1600 | 1600 | 1,895 | 1,284 | 1.184 | 0.803 | F | D | 1.077 | 0.730 | F | C |
| BALBOA BLVD | Chatsworth | Kingsbury | 2 | 2 | 1600 | 1600 | 1,967 | 1,358 | 1.229 | 0.849 | F | D | 1.118 | 0.772 | F | C |
| BALBOA BLVD | Kingsbury | Germain | 2 | 2 | 1600 | 1600 | 1,967 | 1,358 | 1.229 | 0.849 | F | D | 1.118 | 0.772 | F | C |
| BALBOA BLVD | Germain | San Jose | 2 | 2 | 1600 | 1600 | 1,967 | 1,358 | 1.229 | 0.849 | F | D | 1.118 | 0.772 | F | C |
| BALBOA BLVD | San Jose | Blackhawk | 2 | 2 | 1600 | 1600 | 1,911 | 1,036 | 1.194 | 0.648 | F | B | 1.086 | 0.589 | F | A |
| BALBOA BLVD | Blackhawk | Devonshire | 2 | 2 | 1600 | 1600 | 1,911 | 1,036 | 1.194 | 0.648 | F | B | 1.086 | 0.589 | F | A |
| PETIT AVE | Tulsa | Tribune | 1 | 1 | 600 | 600 | 3 | 33 | 0.005 | 0.055 | A | A | 0.005 | 0.050 | A | A |
| PETIT AVE | Tribune | Los Alimos | 1 | 1 | 600 | 600 | 3 | 33 | 0.005 | 0.055 | A | A | 0.005 | 0.050 | A | A |
| PETIT AVE | Los Alimos | Chatsworth | 1 | 1 | 600 | 600 | 3 | 33 | 0.005 | 0.055 | A | A | 0.005 | 0.050 | A | A |
| PETIT AVE | Chatsworth | Kingsbury | 1 | 1 | 600 | 600 | 50 | 22 | 0.083 | 0.037 | A | A | 0.076 | 0.033 | A | A |
| PETIT AVE | Kingsbury | Germain | 1 | 1 | 600 | 600 | 50 | 22 | 0.083 | 0.037 | A | A | 0.076 | 0.033 | A | A |
| PETIT AVE | Germain | San Jose | 1 | 1 | 600 | 600 | 50 | 22 | 0.083 | 0.037 | A | A | 0.076 | 0.033 | A | A |
| PETIT AVE | San Jose | Minnehaha | 1 | 1 | 600 | 600 | 31 | 7 | 0.052 | 0.012 | A | A | 0.047 | 0.011 | A | A |
| PETIT AVE | Minnehaha | Blackhawk | 1 | 1 | 600 | 600 | 31 | 7 | 0.052 | 0.012 | A | A | 0.047 | 0.011 | A | A |
| PETIT AVE | Blackhawk | Devonshire | 1 | 1 | 600 | 600 | 222 | 124 | 0.370 | 0.207 | A | A | 0.336 | 0.188 | A | A |
| PETIT AVE | Devonshire | Romar | 1 | 1 | 600 | 600 | 45 | 29 | 0.075 | 0.048 | A | A | 0.068 | 0.044 | A | A |
| KNOLLWOOD DR | Pineridge | Sarazen | 1 | 1 | 600 | 600 | 6 | 32 | 0.010 | 0.053 | A | A | 0.009 | 0.048 | A | A |
| KNOLLWOOD DR | Sarazen | Demaret | 1 | 1 | 600 | 600 | 6 | 32 | 0.010 | 0.053 | A | A | 0.009 | 0.048 | A | A |
| KNOLLWOOD DR | Demaret | Susan | 1 | 1 | 600 | 600 | 6 | 32 | 0.010 | 0.053 | A | A | 0.009 | 0.048 | A | A |
| KNOLLWOOD DR | Susan | Balboa | 1 | 1 | 600 | 600 | 181 | 103 | 0.302 | 0.172 | A | A | 0.274 | 0.156 | A | A |
| GERALD AVE | Shamhart | Midwood | 1 | 1 | 600 | 600 | 5 | 32 | 0.008 | 0.053 | A | A | 0.008 | 0.048 | A | A |
| GERALD AVE | Midwood | Barneston | 1 | 1 | 600 | 600 | 5 | 32 | 0.008 | 0.053 | A | A | 0.008 | 0.048 | A | A |
| GERALD AVE | Barneston | Armstead | 1 | 1 | 600 | 600 | 5 | 32 | 0.008 | 0.053 | A | A | 0.008 | 0.048 | A | A |
| HAYVENHURST | Rinaldi | Simonds | 2 | 2 | 1400 | 1400 | 799 | 196 | 0.571 | 0.140 | A | A | 0.519 | 0.127 | A | A |
| HAYVENHURST | Simonds | Index | 2 | 2 | 1400 | 1400 | 448 | 617 | 0.320 | 0.441 | A | A | 0.291 | 0.401 | A | A |
| HAYVENHURST | Index | San Fern. Mission | 2 | 2 | 1400 | 1400 | 1,375 | 401 | 0.982 | 0.286 | E | A | 0.893 | 0.260 | D | A |
| HAYVENHURST | San Fern. Mission | Horace | 2 | 2 | 1400 | 1400 | 1,601 | 683 | 1.144 | 0.488 | F | A | 1.040 | 0.444 | F | A |
| HAYVENHURST | Horace | Tulsa | 2 | 2 | 1400 | 1400 | 1,440 | 600 | 1.029 | 0.429 | F | A | 0.935 | 0.390 | E | A |
| HAYVENHURST | Tulsa | Chatsworth | 2 | 2 | 1400 | 1400 | 1,333 | 583 | 0.952 | 0.416 | E | A | 0.866 | 0.379 | D | A |
| HAYVENHURST | Chatsworth | San Jose | 2 | 2 | 1400 | 1400 | 1,041 | 286 | 0.744 | 0.204 | C | A | 0.676 | 0.186 | B | A |
| HAYVENHURST | San Jose | Blackhawk | 2 | 2 | 1400 | 1400 | 894 | 384 | 0.639 | 0.274 | B | A | 0.581 | 0.249 | A | A |
| HAYVENHURST | Blackhawk | Devonshire | 2 | 2 | 1400 | 1400 | 1,039 | 464 | 0.742 | 0.331 | C | A | 0.675 | 0.301 | B | A |
| HAYVENHURST | Devonshire | Mayall | 2 | 2 | 1400 | 1400 | 813 | 226 | 0.581 | 0.161 | A | A | 0.528 | 0.147 | A | A |
| HAYVENHURST | Mayall | Vintage | 2 | 2 | 1400 | 1400 | 813 | 226 | 0.581 | 0.161 | A | A | 0.528 | 0.147 | A | A |
| HAYVENHURST | Vintage | Lassen | 2 | 2 | 1400 | 1400 | 882 | 314 | 0.630 | 0.224 | B | A | 0.573 | 0.204 | A | A |
| GOTHIC AVE | Woodley | Rinaldi | 1 | 1 | 600 | 600 | 245 | 101 | 0.408 | 0.168 | A | A | 0.371 | 0.153 | A | A |
| GOTHIC AVE | Rinaldi | Index | 1 | 1 | 600 | 600 | 323 | 7 | 0.538 | 0.012 | A | A | 0.489 | 0.011 | A | A |
| GOTHIC AVE | Index | Donmetz | 1 | 1 | 600 | 600 | 323 | 7 | 0.538 | 0.012 | A | A | 0.489 | 0.011 | A | A |
| GOTHIC AVE | Donmetz | Chatsworth | 1 | 1 | 600 | 600 | 37 | 41 | 0.062 | 0.068 | A | A | 0.056 | 0.062 | A | A |
| GOTHIC AVE | Chatsworth | Lassen | 1 | 1 | 600 | 600 | 751 | 659 | 1.252 | 1.098 | F | F | 1.138 | 0.998 | F | E |
| WOODLEY AVE | Balboa | McLennan | 1 | 1 | 600 | 600 | 284 | 50 | 0.473 | 0.083 | A | A | 0.430 | 0.076 | A | A |
| WOODLEY AVE | McLennan | Nanette | 1 | 1 | 600 | 600 | 284 | 50 | 0.473 | 0.083 | A | A | 0.430 | 0.076 | A | A |
| WOODLEY AVE | Nanette | Knollwood | 1 | 1 | 600 | 600 | 284 | 35 | 0.473 | 0.058 | A | A | 0.430 | 0.053 | A | A |
| WOODLEY AVE | Knollwood | Pineridge | 1 | 1 | 600 | 600 | 284 | 35 | 0.473 | 0.058 | A | A | 0.430 | 0.053 | A | A |
| WOODLEY AVE | Pineridge | Gerald | 1 | 1 | 600 | 600 | 277 | 40 | 0.462 | 0.067 | A | A | 0.420 | 0.061 | A | A |
| WOODLEY AVE | Gerald | Gothic | 1 | 1 | 600 | 600 | 277 | 40 | 0.462 | 0.067 | A | A | 0.420 | 0.061 | A | A |
| WOODLEY AVE | Gothic | Collett | 1 | 1 | 600 | 600 | 208 | 28 | 0.347 | 0.047 | A | A | 0.315 | 0.042 | A | A |
| WOODLEY AVE | Collett | Rinaldi | 1 | 1 | 600 | 600 | 208 | 36 | 0.347 | 0.060 | A | A | 0.315 | 0.055 | A | A |
| WOODLEY AVE | Rinaldi | Simonds | 2 | 2 | 1600 | 1600 | 791 | 455 | 0.494 | 0.284 | A | A | 0.449 | 0.259 | A | A |
| WOODLEY AVE | Simonds | Index | 2 | 2 | 1600 | 1600 | 770 | 452 | 0.481 | 0.283 | A | A | 0.438 | 0.257 | A | A |
| WOODLEY AVE | Index | San Fern. Mission | 2 | 2 | 1600 | 1600 | 1,092 | 459 | 0.683 | 0.287 | B | A | 0.620 | 0.261 | B | A |
| WOODLEY AVE | San Fern. Mission | Horace | 2 | 2 | 1600 | 1600 | 968 | 316 | 0.605 | 0.198 | B | A | 0.550 | 0.180 | A | A |
| WOODLEY AVE | Horace | Tulsa | 2 | 2 | 1600 | 1600 | 1,030 | 345 | 0.644 | 0.216 | B | A | 0.585 | 0.196 | A | A |
| WOODLEY AVE | Tulsa | Chatsworth | 2 | 2 | 1600 | 1600 | 1,543 | 518 | 0.964 | 0.324 | E | A | 0.877 | 0.294 | D | A |
| WOODLEY AVE | Chatsworth | San Jose | 2 | 2 | 1600 | 1600 | 1,963 | 1,140 | 1.227 | 0.713 | F | C | 1.115 | 0.648 | F | B |
| WOODLEY AVE | San Jose | Devonshire | 2 | 2 | 1600 | 1600 | 1,568 | 779 | 0.980 | 0.487 | E | A | 0.891 | 0.443 | D | A |

Note: Bold street name shows street as east/west

| Segment | From | To | Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service W/O ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| WOODLEY AVE | Devonshire | Mayall | 2 | 2 | 1600 | 1600 | 1,452 | 813 | 0.908 | 0.508 | E | A | 0.825 | 0.462 | D | A |
| WOODLEY AVE | Mayall | Lassen | 2 | 2 | 1600 | 1600 | 1,588 | 762 | 0.993 | 0.476 | E | A | 0.902 | 0.433 | E | A |
| GAYNOR AVE | Rinaldi | Chatsworth | 1 | 1 | 600 | 600 | 95 | 132 | 0.158 | 0.220 | A | A | 0.144 | 0.200 | A | A |
| GAYNOR AVE | Chatsworth | Kingsbury | 1 | 1 | 600 | 600 | 28 | 36 | 0.047 | 0.060 | A | A | 0.042 | 0.055 | A | A |
| MONTGOMERY AVE | Kingsbury | San Jose | 1 | 1 | 600 | 600 | 28 | 36 | 0.047 | 0.060 | A | A | 0.042 | 0.055 | A | A |
| MONTGOMERY AVE | San Jose | Blackhawk | 1 | 1 | 600 | 600 | 73 | 71 | 0.122 | 0.118 | A | A | 0.111 | 0.108 | A | A |
| MONTGOMERY AVE | Blackhawk | Devonshire | 1 | 1 | 600 | 600 | 111 | 84 | 0.185 | 0.140 | A | A | 0.168 | 0.127 | A | A |
| MONTGOMERY AVE | Devonshire | Tuba | 1 | 1 | 600 | 600 | 7 | 7 | 0.012 | 0.012 | A | A | 0.011 | 0.011 | A | A |
| MONTGOMERY AVE | Tuba | Lemarsh | 1 | 1 | 600 | 600 | 7 | 7 | 0.012 | 0.012 | A | A | 0.011 | 0.011 | A | A |
| MONTGOMERY AVE | Lemarsh | Mayall | 1 | 1 | 600 | 600 | 48 | 37 | 0.080 | 0.062 | A | A | 0.073 | 0.056 | A | A |
| MONTGOMERY AVE | Mayall | Septo | 1 | 1 | 600 | 600 | 42 | 40 | 0.070 | 0.067 | A | A | 0.064 | 0.061 | A | A |
| MONTGOMERY AVE | Septo | Lassen | 1 | 1 | 600 | 600 | 42 | 40 | 0.070 | 0.067 | A | A | 0.064 | 0.061 | A | A |
| HASKELL AVE | Rinaldi | Index | 2 | 2 | 1400 | 1400 | 438 | 155 | 0.313 | 0.111 | A | A | 0.284 | 0.101 | A | A |
| HASKELL AVE | Index | Lahey | 2 | 2 | 1400 | 1400 | 213 | 157 | 0.152 | 0.112 | A | A | 0.138 | 0.102 | A | A |
| HASKELL AVE | Lahey | San Fern. Mission | 2 | 2 | 1400 | 1400 | 213 | 157 | 0.152 | 0.112 | A | A | 0.138 | 0.102 | A | A |
| HASKELL AVE | San Fern. Mission | Tulsa | 2 | 2 | 1400 | 1400 | 410 | 294 | 0.293 | 0.210 | A | A | 0.266 | 0.191 | A | A |
| HASKELL AVE | Tulsa | Bermuda | 2 | 2 | 1400 | 1400 | 496 | 299 | 0.354 | 0.214 | A | A | 0.322 | 0.194 | A | A |
| HASKELL AVE | Bermuda | Los Alimos | 2 | 2 | 1400 | 1400 | 496 | 299 | 0.354 | 0.214 | A | A | 0.322 | 0.194 | A | A |
| HASKELL AVE | Los Alimos | Chatsworth | 2 | 2 | 1400 | 1400 | 496 | 299 | 0.354 | 0.214 | A | A | 0.322 | 0.194 | A | A |
| HASKELL AVE | Chatsworth | Kingsbury | 2 | 2 | 1400 | 1400 | 816 | 334 | 0.583 | 0.239 | A | A | 0.530 | 0.217 | A | A |
| HASKELL AVE | Kingsbury | San Jose | 2 | 2 | 1400 | 1400 | 816 | 334 | 0.583 | 0.239 | A | A | 0.530 | 0.217 | A | A |
| HASKELL AVE | San Jose | Devonshire | 2 | 2 | 1400 | 1400 | 518 | 338 | 0.370 | 0.241 | A | A | 0.336 | 0.219 | A | A |
| HASKELL AVE | Devonshire | Tuba | 2 | 2 | 1400 | 1400 | 864 | 302 | 0.617 | 0.216 | B | A | 0.561 | 0.196 | A | A |
| HASKELL AVE | Tuba | Lemarsh | 2 | 2 | 1400 | 1400 | 864 | 302 | 0.617 | 0.216 | B | A | 0.561 | 0.196 | A | A |
| HASKELL AVE | Lemarsh | Mayall | 2 | 2 | 1400 | 1400 | 792 | 214 | 0.566 | 0.153 | A | A | 0.514 | 0.139 | A | A |
| HASKELL AVE | Mayall | Stare | 1 | 1 | 600 | 600 | 42 | 40 | 0.070 | 0.067 | A | A | 0.064 | 0.061 | A | A |
| HASKELL AVE | Stare | Septo | 1 | 1 | 600 | 600 | 42 | 40 | 0.070 | 0.067 | A | A | 0.064 | 0.061 | A | A |
| HASKELL AVE | Septo | Lassen | 1 | 1 | 600 | 600 | 42 | 40 | 0.070 | 0.067 | A | A | 0.064 | 0.061 | A | A |
| SAN FERNANDO RD | Sierra Hwy | Ranch Rd | 2 | 2 | 1600 | 1600 | 3,938 | 1,452 | 2.461 | 0.908 | F | E | 2.238 | 0.825 | F | D |
| SAN FERNANDO RD | Ranch Rd | Balboa | 2 | 2 | 1600 | 1600 | 2,298 | 3,933 | 1.436 | 2.458 | F | F | 1.306 | 2.235 | F | F |
| SAN FERNANDO RD | Balboa | Sepulveda | 2 | 2 | 1600 | 1600 | 667 | 2,661 | 0.417 | 1.663 | A | F | 0.379 | 1.512 | A | F |
| SEPULVEDA BLVD (north link) | San Fernando | Roxford | 2 | 2 | 1600 | 1600 | 1,238 | 346 | 0.774 | 0.216 | C | A | 0.703 | 0.197 | C | A |
| SEPULVEDA BLVD (south link) | San Fernando | Roxford | 1 | 1 | 800 | 800 | 1,326 | 452 | 1.658 | 0.565 | F | A | 1.507 | 0.514 | F | A |
| SESNON BLVD | Cascade Canyon | Marcus | 1 | 1 | 800 | 800 | 108 | 145 | 0.135 | 0.181 | A | A | 0.123 | 0.165 | A | A |
| SESNON BLVD | Marcus | Neon | 1 | 1 | 800 | 800 | 108 | 145 | 0.135 | 0.181 | A | A | 0.123 | 0.165 | A | A |
| SESNON BLVD | Neon | Jolette | 1 | 1 | 800 | 800 | 108 | 145 | 0.135 | 0.181 | A | A | 0.123 | 0.165 | A | A |
| SESNON BLVD | Jolette | Bronte | 1 | 1 | 800 | 800 | 40 | 39 | 0.050 | 0.049 | A | A | 0.045 | 0.044 | A | A |
| SESNON BLVD | Bronte | Tuscan | 1 | 1 | 800 | 800 | 40 | 39 | 0.050 | 0.049 | A | A | 0.045 | 0.044 | A | A |
| SESNON BLVD | Tuscan | Meadowlark | 1 | 1 | 800 | 800 | 40 | 39 | 0.050 | 0.049 | A | A | 0.045 | 0.044 | A | A |
| SESNON BLVD | Meadowlark | Orozco | 1 | 1 | 800 | 800 | 468 | 39 | 0.585 | 0.049 | A | A | 0.532 | 0.044 | A | A |
| SESNON BLVD | Orozco | Constable | 1 | 1 | 800 | 800 | 471 | 36 | 0.589 | 0.045 | A | A | 0.535 | 0.041 | A | A |
| SESNON BLVD | Constable | Balboa | 1 | 1 | 800 | 800 | 471 | 36 | 0.589 | 0.045 | A | A | 0.535 | 0.041 | A | A |
| LISETTE ST | Jolette | Jimeno | 1 | 1 | 600 | 600 | 227 | 48 | 0.378 | 0.080 | A | A | 0.344 | 0.073 | A | A |
| LISETTE ST | Jimeno | Balboa | 1 | 1 | 600 | 600 | 318 | 392 | 0.530 | 0.653 | A | B | 0.482 | 0.594 | A | A |
| WESTBURY DR | Daryl | Henzie | 1 | 1 | 600 | 600 | 4 | 26 | 0.007 | 0.043 | A | A | 0.006 | 0.039 | A | A |
| WESTBURY DR | Henzie | Byron | 1 | 1 | 600 | 600 | 4 | 26 | 0.007 | 0.043 | A | A | 0.006 | 0.039 | A | A |
| WESTBURY DR | Byron | Lithuania | 1 | 1 | 600 | 600 | 66 | 91 | 0.110 | 0.152 | A | A | 0.100 | 0.138 | A | A |
| WESTBURY DR | Lithuania | El Oro | 1 | 1 | 600 | 600 | 66 | 91 | 0.110 | 0.152 | A | A | 0.100 | 0.138 | A | A |
| WESTBURY DR | El Oro | Balboa | 1 | 1 | 600 | 600 | 66 | 91 | 0.110 | 0.152 | A | A | 0.100 | 0.138 | A | A |
| ROSNICK PL | El Oro | McLennan | 1 | 1 | 600 | 600 | 152 | 28 | 0.253 | 0.047 | A | A | 0.230 | 0.042 | A | A |
| PINERIDGE DR | McLennan | Kenny | 1 | 1 | 600 | 600 | 69 | 49 | 0.115 | 0.082 | A | A | 0.105 | 0.074 | A | A |
| PINERIDGE DR | Kenny | Catenia | 1 | 1 | 600 | 600 | 42 | 43 | 0.070 | 0.072 | A | A | 0.064 | 0.065 | A | A |
| PINERIDGE DR | Catenia | Knollwood | 1 | 1 | 600 | 600 | 42 | 43 | 0.070 | 0.072 | A | A | 0.064 | 0.065 | A | A |
| PINERIDGE DR | Knollwood | Woodley | 1 | 1 | 600 | 600 | 6 | 50 | 0.010 | 0.083 | A | A | 0.009 | 0.076 | A | A |
| SIGNATURE DR | Louise | El Oro | 1 | 1 | 600 | 600 | 28 | 206 | 0.047 | 0.343 | A | A | 0.042 | 0.312 | A | A |
| REXBON RD | Zelzah | Mayerling | 1 | 1 | 600 | 600 | 41 | 27 | 0.068 | 0.045 | A | A | 0.062 | 0.041 | A | A |
| MIDWOOD DR | El Oro | Balboa | 1 | 1 | 600 | 600 | 147 | 86 | 0.245 | 0.143 | A | A | 0.223 | 0.130 | A | A |
| SHAMHART DR | Knollwood | Woodley | 1 | 1 | 600 | 600 | 103 | 181 | 0.172 | 0.302 | A | A | 0.156 | 0.274 | A | A |
| MAYERLING ST | Shoshone | Babbitt | 1 | 1 | 600 | 600 | 16 | 7 | 0.027 | 0.012 | A | A | 0.024 | 0.011 | A | A |
| BARNESTON ST | Louise | Paso Robles | 1 | 1 | 600 | 600 | 207 | 12 | 0.345 | 0.020 | A | A | 0.314 | 0.018 | A | A |
| ARMSTEAD ST | Gerald | Gothic | 1 | 1 | 600 | 600 | 34 | 29 | 0.057 | 0.048 | A | A | 0.052 | 0.044 | A | A |

Note: Bold street name shows street as east/west

| Segment | From | To | Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service W/O ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| ARMSTEAD ST | Gothic | Woodley | 1 | 1 | 600 | 600 | 42 | 40 | 0.070 | 0.067 | A | A | 0.064 | 0.061 | A | A |
| RINALDI ST | Chimineas | Zelzah | 2 | 2 | 1600 | 1600 | 1,959 | 1,602 | 1.224 | 1.001 | F | F | 1.113 | 0.910 | F | E |
| RINALDI ST | Zelzah | Yarmouth | 2 | 2 | 1600 | 1600 | 1,963 | 1,224 | 1.227 | 0.765 | F | C | 1.115 | 0.695 | F | B |
| RINALDI ST | Yarmouth | Rancho Del Valle | 2 | 2 | 1600 | 1600 | 1,859 | 1,229 | 1.162 | 0.768 | F | C | 1.056 | 0.698 | F | B |
| RINALDI ST | Rancho Del Valle | Ridge Way | 2 | 2 | 1600 | 1600 | 1,869 | 1,122 | 1.168 | 0.701 | F | C | 1.062 | 0.638 | F | B |
| RINALDI ST | Ridge Way | Shoshone | 2 | 2 | 1600 | 1600 | 1,869 | 1,122 | 1.168 | 0.701 | F | C | 1.062 | 0.638 | F | B |
| RINALDI ST | Shoshone | Andasol | 2 | 2 | 1600 | 1600 | 1,365 | 972 | 0.853 | 0.608 | D | B | 0.776 | 0.552 | C | A |
| RINALDI ST | Andasol | Louise | 2 | 2 | 1600 | 1600 | 1,109 | 517 | 0.693 | 0.323 | B | A | 0.630 | 0.294 | B | A |
| RINALDI ST | Louise | Babbitt | 2 | 2 | 1600 | 1600 | 894 | 514 | 0.559 | 0.321 | A | A | 0.508 | 0.292 | A | A |
| RINALDI ST | Babbitt | Amestoy | 2 | 2 | 1600 | 1600 | 894 | 514 | 0.559 | 0.321 | A | A | 0.508 | 0.292 | A | A |
| RINALDI ST | Amestoy | Balboa | 2 | 2 | 1600 | 1600 | 841 | 731 | 0.526 | 0.457 | A | A | 0.478 | 0.415 | A | A |
| RINALDI ST | Balboa | Ruffner | 2 | 2 | 1600 | 1600 | 894 | 1,234 | 0.559 | 0.771 | A | C | 0.508 | 0.701 | A | C |
| RINALDI ST | Ruffner | Hayvenhurst | 2 | 2 | 1600 | 1600 | 990 | 1,246 | 0.619 | 0.779 | B | C | 0.563 | 0.708 | A | C |
| RINALDI ST | Hayvenhurst | Odessa | 2 | 2 | 1600 | 1600 | 1,320 | 973 | 0.825 | 0.608 | D | B | 0.750 | 0.553 | C | A |
| RINALDI ST | Odessa | Swinton | 2 | 2 | 1600 | 1600 | 1,568 | 1,049 | 0.980 | 0.656 | E | B | 0.891 | 0.596 | D | A |
| RINALDI ST | Swinton | Woodley | 2 | 2 | 1600 | 1600 | 1,474 | 1,082 | 0.921 | 0.676 | E | B | 0.838 | 0.615 | D | B |
| RINALDI ST | Woodley | Gaynor | 2 | 2 | 1600 | 1600 | 1,904 | 1,382 | 1.190 | 0.864 | F | D | 1.082 | 0.785 | F | C |
| RINALDI ST | Gaynor | Haskell | 2 | 2 | 1600 | 1600 | 1,907 | 1,382 | 1.192 | 0.864 | F | D | 1.084 | 0.785 | F | C |
| RINALDI ST | Haskell | Blucher | 2 | 2 | 1600 | 1600 | 2,346 | 1,536 | 1.466 | 0.960 | F | E | 1.333 | 0.873 | F | D |
| RINALDI ST | Blucher | 405 Fwy | 2 | 2 | 1600 | 1600 | 2,368 | 1,564 | 1.480 | 0.978 | F | E | 1.345 | 0.889 | F | D |
| INDEX ST | Yarmouth | Aldea | 1 | 1 | 600 | 600 | 714 | 468 | 1.190 | 0.780 | F | C | 1.082 | 0.709 | F | C |
| INDEX ST | Aldea | Amestoy | 1 | 1 | 600 | 600 | 625 | 275 | 1.042 | 0.458 | F | A | 0.947 | 0.417 | E | A |
| INDEX ST | Amestoy | Balboa | 1 | 1 | 600 | 600 | 626 | 275 | 1.043 | 0.458 | F | A | 0.948 | 0.417 | E | A |
| INDEX ST | Balboa | McLennan | 1 | 1 | 600 | 600 | 412 | 138 | 0.687 | 0.230 | B | A | 0.624 | 0.209 | B | A |
| INDEX ST | McLennan | Ruffner | 1 | 1 | 600 | 600 | 408 | 112 | 0.680 | 0.187 | B | A | 0.618 | 0.170 | B | A |
| INDEX ST | Ruffner | Danube | 1 | 1 | 600 | 600 | 321 | 170 | 0.535 | 0.283 | A | A | 0.486 | 0.258 | A | A |
| SAN FERNANDO MISSION | Chimineas | Lindley | 2 | 2 | 1400 | 1400 | 1,034 | 621 | 0.739 | 0.444 | C | A | 0.671 | 0.403 | B | A |
| SAN FERNANDO MISSION | Lindley | Zelzah | 1 | 1 | 700 | 700 | 1,027 | 572 | 1.467 | 0.817 | F | D | 1.334 | 0.743 | F | C |
| SAN FERNANDO MISSION | Zelzah | Yarmouth | 1 | 1 | 700 | 700 | 966 | 589 | 1.380 | 0.841 | F | D | 1.255 | 0.765 | F | C |
| SAN FERNANDO MISSION | Yarmouth | Shoshone | 1 | 1 | 700 | 700 | 876 | 629 | 1.251 | 0.899 | F | D | 1.138 | 0.817 | F | D |
| SAN FERNANDO MISSION | Shoshone | Encino | 1 | 1 | 700 | 700 | 817 | 626 | 1.167 | 0.894 | F | D | 1.061 | 0.813 | F | D |
| SAN FERNANDO MISSION | Encino | Andasol | 1 | 1 | 700 | 700 | 825 | 615 | 1.179 | 0.879 | F | D | 1.071 | 0.799 | F | C |
| SAN FERNANDO MISSION | Andasol | Louise | 1 | 1 | 700 | 700 | 826 | 615 | 1.180 | 0.879 | F | D | 1.073 | 0.799 | F | C |
| SAN FERNANDO MISSION | Louise | Amestoy | 2 | 2 | 1400 | 1400 | 1,143 | 938 | 0.816 | 0.670 | D | B | 0.742 | 0.609 | C | B |
| SAN FERNANDO MISSION | Amestoy | Paso Robles | 2 | 2 | 1400 | 1400 | 1,239 | 1,024 | 0.885 | 0.731 | D | C | 0.805 | 0.665 | D | B |
| SAN FERNANDO MISSION | Paso Robles | Balboa | 2 | 2 | 1400 | 1400 | 1,239 | 1,024 | 0.885 | 0.731 | D | C | 0.805 | 0.665 | D | B |
| SAN FERNANDO MISSION | Balboa | Petit | 2 | 2 | 1400 | 1400 | 1,268 | 687 | 0.906 | 0.491 | E | A | 0.823 | 0.446 | D | A |
| SAN FERNANDO MISSION | Petit | Ruffner | 2 | 2 | 1400 | 1400 | 1,268 | 687 | 0.906 | 0.491 | E | A | 0.823 | 0.446 | D | A |
| SAN FERNANDO MISSION | Ruffner | Gerald | 2 | 2 | 1400 | 1400 | 1,172 | 692 | 0.837 | 0.494 | D | A | 0.761 | 0.449 | C | A |
| SAN FERNANDO MISSION | Gerald | Hayvenhurst | 2 | 2 | 1400 | 1400 | 1,172 | 692 | 0.837 | 0.494 | D | A | 0.761 | 0.449 | C | A |
| SAN FERNANDO MISSION | Hayvenhurst | Monogram | 2 | 2 | 1400 | 1400 | 1,097 | 673 | 0.784 | 0.481 | C | A | 0.712 | 0.437 | C | A |
| SAN FERNANDO MISSION | Monogram | Gothic | 2 | 2 | 1400 | 1400 | 1,097 | 673 | 0.784 | 0.481 | C | A | 0.712 | 0.437 | C | A |
| SAN FERNANDO MISSION | Gothic | Haskell | 1 | 1 | 700 | 700 | 773 | 665 | 1.104 | 0.950 | F | E | 1.004 | 0.864 | F | D |
| SAN FERNANDO MISSION | Haskell | Danube | 1 | 1 | 700 | 700 | 823 | 712 | 1.176 | 1.017 | F | F | 1.069 | 0.925 | F | E |
| SAN FERNANDO MISSION | Danube | Blucher | 1 | 1 | 700 | 700 | 823 | 712 | 1.176 | 1.017 | F | F | 1.069 | 0.925 | F | E |
| SAN FERNANDO MISSION | Blucher | 405 Fwy | 1 | 1 | 700 | 700 | 823 | 712 | 1.176 | 1.017 | F | F | 1.069 | 0.925 | F | E |
| TULSA ST | Lindley | Louise | 1 | 1 | 600 | 600 | 588 | 543 | 0.980 | 0.905 | E | E | 0.891 | 0.823 | D | D |
| TULSA ST | Louise | Paso Robles | 1 | 1 | 600 | 600 | 500 | 298 | 0.833 | 0.497 | D | A | 0.758 | 0.452 | C | A |
| TULSA ST | Paso Robles | Balboa | 1 | 1 | 600 | 600 | 559 | 335 | 0.932 | 0.558 | E | A | 0.847 | 0.508 | D | A |
| TULSA ST | Balboa | Hayvenhurst | 1 | 1 | 600 | 600 | 271 | 172 | 0.452 | 0.287 | A | A | 0.411 | 0.261 | A | A |
| TULSA ST | Hayvenhurst | Monogram | 1 | 1 | 600 | 600 | 29 | 37 | 0.048 | 0.062 | A | A | 0.044 | 0.056 | A | A |
| TULSA ST | Monogram | Gothic | 1 | 1 | 600 | 600 | 29 | 37 | 0.048 | 0.062 | A | A | 0.044 | 0.056 | A | A |
| JONFIN ST | Gothic | end | 1 | 1 | 600 | 600 | 50 | 46 | 0.083 | 0.077 | A | A | 0.076 | 0.070 | A | A |
| CHATSWORTH ST | Etiwanda | Lindley | 2 | 2 | 1400 | 1400 | 1,758 | 1,862 | 1.256 | 1.330 | F | F | 1.142 | 1.209 | F | F |
| CHATSWORTH ST | Lindley | Zelzah | 2 | 2 | 1400 | 1400 | 1,688 | 1,898 | 1.206 | 1.356 | F | F | 1.096 | 1.232 | F | F |
| CHATSWORTH ST | Zelzah | Yarmouth | 1 | 1 | 700 | 700 | 719 | 839 | 1.027 | 1.199 | F | F | 0.934 | 1.090 | E | F |
| CHATSWORTH ST | Yarmouth | White Oak | 1 | 1 | 700 | 700 | 719 | 839 | 1.027 | 1.199 | F | F | 0.934 | 1.090 | E | F |
| CHATSWORTH ST | White Oak | Shoshone | 1 | 1 | 700 | 700 | 411 | 302 | 0.587 | 0.431 | A | A | 0.534 | 0.392 | A | A |
| CHATSWORTH ST | Shoshone | Encino | 1 | 1 | 700 | 700 | 411 | 302 | 0.587 | 0.431 | A | A | 0.534 | 0.392 | A | A |
| CHATSWORTH ST | Encino | Andasol | 1 | 1 | 700 | 700 | 640 | 432 | 0.914 | 0.617 | E | B | 0.831 | 0.561 | D | A |
| CHATSWORTH ST | Andasol | Louise | 1 | 1 | 700 | 700 | 640 | 432 | 0.914 | 0.617 | E | B | 0.831 | 0.561 | D | A |

Note: Bold street name shows street as east/west

| Segment | From | To | Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service W/O ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| CHATSWORTH ST | Louise | Aldea | 1 | 1 | 700 | 700 | 791 | 630 | 1.130 | 0.900 | F | E | 1.027 | 0.818 | F | D |
| CHATSWORTH ST | Aldea | Genesta | 2 | 2 | 1400 | 1400 | 1,141 | 682 | 0.815 | 0.487 | D | A | 0.741 | 0.443 | C | A |
| CHATSWORTH ST | Genesta | Balboa | 2 | 2 | 1400 | 1400 | 1,091 | 750 | 0.779 | 0.536 | C | A | 0.708 | 0.487 | C | A |
| CHATSWORTH ST | Balboa | Petit | 2 | 2 | 1400 | 1400 | 1,119 | 780 | 0.799 | 0.557 | C | A | 0.727 | 0.506 | C | A |
| CHATSWORTH ST | Petit | Hayvenhurst | 2 | 2 | 1400 | 1400 | 1,095 | 733 | 0.782 | 0.524 | C | A | 0.711 | 0.476 | C | A |
| CHATSWORTH ST | Hayvenhurst | Debra | 2 | 2 | 1400 | 1400 | 1,076 | 710 | 0.769 | 0.507 | C | A | 0.699 | 0.461 | B | A |
| CHATSWORTH ST | Debra | Gothic | 2 | 2 | 1400 | 1400 | 1,076 | 710 | 0.769 | 0.507 | C | A | 0.699 | 0.461 | B | A |
| CHATSWORTH ST | Gothic | Swinton | 2 | 2 | 1400 | 1400 | 1,077 | 710 | 0.769 | 0.507 | C | A | 0.699 | 0.461 | B | A |
| CHATSWORTH ST | Swinton | Woodley | 2 | 2 | 1400 | 1400 | 1,077 | 710 | 0.769 | 0.507 | C | A | 0.699 | 0.461 | B | A |
| CHATSWORTH ST | Woodley | Gaviota | 2 | 2 | 1400 | 1400 | 943 | 774 | 0.674 | 0.553 | B | A | 0.612 | 0.503 | B | A |
| CHATSWORTH ST | Gaviota | Gaynor | 2 | 2 | 1400 | 1400 | 943 | 774 | 0.674 | 0.553 | B | A | 0.612 | 0.503 | B | A |
| CHATSWORTH ST | Gaynor | Haskell | 2 | 2 | 1400 | 1400 | 943 | 774 | 0.674 | 0.553 | B | A | 0.612 | 0.503 | B | A |
| CHATSWORTH ST | Haskell | Aqueduct | 2 | 2 | 1400 | 1400 | 1,268 | 813 | 0.906 | 0.581 | E | A | 0.823 | 0.528 | D | A |
| CHATSWORTH ST | Aqueduct | 405 Fwy | 2 | 2 | 1400 | 1400 | 1,268 | 813 | 0.906 | 0.581 | E | A | 0.823 | 0.528 | D | A |
| SAN JOSE ST | Zelzah | Yarmouth | 1 | 1 | 600 | 600 | 481 | 534 | 0.802 | 0.890 | D | D | 0.729 | 0.809 | C | D |
| SAN JOSE ST | Yarmouth | Jellico | 1 | 1 | 600 | 600 | 781 | 949 | 1.302 | 1.582 | F | F | 1.183 | 1.438 | F | F |
| SAN JOSE ST | Jellico | Shoshone | 1 | 1 | 600 | 600 | 766 | 672 | 1.277 | 1.120 | F | F | 1.161 | 1.018 | F | F |
| SAN JOSE ST | Shoshone | Encino | 1 | 1 | 600 | 600 | 766 | 672 | 1.277 | 1.120 | F | F | 1.161 | 1.018 | F | F |
| SAN JOSE ST | Encino | Bianca | 1 | 1 | 600 | 600 | 653 | 560 | 1.088 | 0.933 | F | E | 0.989 | 0.848 | E | D |
| SAN JOSE ST | Bianca | Andasol | 1 | 1 | 600 | 600 | 653 | 560 | 1.088 | 0.933 | F | E | 0.989 | 0.848 | E | D |
| SAN JOSE ST | Andasol | Genesta | 1 | 1 | 600 | 600 | 687 | 668 | 1.145 | 1.113 | F | F | 1.041 | 1.012 | F | F |
| SAN JOSE ST | Genesta | Balboa | 1 | 1 | 600 | 600 | 456 | 412 | 0.760 | 0.687 | C | B | 0.691 | 0.624 | B | B |
| SAN JOSE ST | Balboa | Danube | 1 | 1 | 600 | 600 | 484 | 210 | 0.807 | 0.350 | D | A | 0.733 | 0.318 | C | A |
| DEVONSHIRE ST | Etiwanda | Zelzah | 3 | 2 | 2400 | 1600 | 1,674 | 1,380 | 0.698 | 0.863 | B | D | 0.634 | 0.784 | B | C |
| DEVONSHIRE ST | Lindley | Zelzah | 3 | 2 | 2400 | 1600 | 1,674 | 1,380 | 0.698 | 0.863 | B | D | 0.634 | 0.784 | B | C |
| DEVONSHIRE ST | Zelzah | White Oak | 2 | 2 | 1600 | 1600 | 1,031 | 695 | 0.644 | 0.434 | B | A | 0.586 | 0.395 | A | A |
| DEVONSHIRE ST | White Oak | Encino | 2 | 2 | 1600 | 1600 | 835 | 333 | 0.522 | 0.208 | A | A | 0.474 | 0.189 | A | A |
| DEVONSHIRE ST | Encino | Andasol | 2 | 2 | 1600 | 1600 | 1,118 | 650 | 0.699 | 0.406 | B | A | 0.635 | 0.369 | B | A |
| DEVONSHIRE ST | Andasol | Louise | 2 | 2 | 1600 | 1600 | 1,118 | 650 | 0.699 | 0.406 | B | A | 0.635 | 0.369 | B | A |
| DEVONSHIRE ST | Louise | Amestoy | 2 | 3 | 1600 | 2400 | 1,042 | 481 | 0.651 | 0.200 | B | A | 0.592 | 0.182 | A | A |
| DEVONSHIRE ST | Amestoy | Balboa | 2 | 3 | 1600 | 2400 | 1,386 | 753 | 0.866 | 0.314 | D | A | 0.788 | 0.285 | C | A |
| DEVONSHIRE ST | Balboa | Petit | 3 | 3 | 2400 | 2400 | 1,052 | 537 | 0.438 | 0.224 | A | A | 0.398 | 0.203 | A | A |
| DEVONSHIRE ST | Petit | Ruffner | 3 | 3 | 2400 | 2400 | 830 | 411 | 0.346 | 0.171 | A | A | 0.314 | 0.156 | A | A |
| DEVONSHIRE ST | Ruffner | Hayvenhurst | 3 | 3 | 2400 | 2400 | 830 | 411 | 0.346 | 0.171 | A | A | 0.314 | 0.156 | A | A |
| DEVONSHIRE ST | Hayvenhurst | Gothic | 2 | 2 | 1600 | 1600 | 1,433 | 1,002 | 0.896 | 0.626 | D | B | 0.814 | 0.569 | D | A |
| DEVONSHIRE ST | Gothic | Woodley | 1 | 1 | 800 | 800 | 749 | 533 | 0.936 | 0.666 | E | B | 0.851 | 0.606 | D | B |
| DEVONSHIRE ST | Woodley | Montgomery | 1 | 1 | 800 | 800 | 748 | 683 | 0.935 | 0.854 | E | D | 0.850 | 0.776 | D | C |
| DEVONSHIRE ST | Montgomery | Densmore | 1 | 1 | 800 | 800 | 827 | 786 | 1.034 | 0.983 | F | E | 0.940 | 0.893 | E | D |
| DEVONSHIRE ST | Densmore | Haskell | 1 | 1 | 800 | 800 | 827 | 786 | 1.034 | 0.983 | F | E | 0.940 | 0.893 | E | D |
| DEVONSHIRE ST | Haskell | Aqueduct | 1 | 1 | 800 | 800 | 1,410 | 1,081 | 1.763 | 1.351 | F | F | 1.602 | 1.228 | F | F |
| DEVONSHIRE ST | Aqueduct | Blucher | 1 | 1 | 800 | 800 | 1,410 | 1,081 | 1.763 | 1.351 | F | F | 1.602 | 1.228 | F | F |
| DEVONSHIRE ST | Blucher | 405 Fwy | 3 | 3 | 2400 | 2400 | 1,410 | 1,072 | 0.588 | 0.447 | A | A | 0.534 | 0.406 | A | A |
| MAYALL ST | Balboa | end | 1 | 1 | 600 | 600 | 379 | 317 | 0.632 | 0.528 | B | A | 0.574 | 0.480 | A | A |
| MAYALL ST | Ruffner | Odessa | 1 | 1 | 600 | 600 | 49 | 44 | 0.082 | 0.073 | A | A | 0.074 | 0.067 | A | A |
| MAYALL ST | Gothic | Haskell | 1 | 1 | 600 | 600 | 393 | 135 | 0.655 | 0.225 | B | A | 0.595 | 0.205 | A | A |
| LASSEN ST | Balboa | Whitaker | 2 | 2 | 1400 | 1400 | 1,514 | 1,062 | 1.081 | 0.759 | F | C | 0.983 | 0.690 | E | B |
| LASSEN ST | Whitaker | Petit | 2 | 2 | 1400 | 1400 | 1,514 | 1,062 | 1.081 | 0.759 | F | C | 0.983 | 0.690 | E | B |
| LASSEN ST | Petit | Ruffner | 2 | 2 | 1400 | 1400 | 1,514 | 1,062 | 1.081 | 0.759 | F | C | 0.983 | 0.690 | E | B |
| LASSEN ST | Ruffner | Hayvenhurst | 2 | 2 | 1400 | 1400 | 1,514 | 1,062 | 1.081 | 0.759 | F | C | 0.983 | 0.690 | E | B |
| LASSEN ST | Hayvenhurst | Monogram | 2 | 2 | 1400 | 1400 | 1,562 | 1,246 | 1.116 | 0.890 | F | D | 1.014 | 0.809 | F | D |
| LASSEN ST | Monogram | Gothic | 2 | 2 | 1400 | 1400 | 1,562 | 1,246 | 1.116 | 0.890 | F | D | 1.014 | 0.809 | F | D |
| LASSEN ST | Gothic | Woodley | 2 | 2 | 1400 | 1400 | 1,237 | 1,197 | 0.884 | 0.855 | D | D | 0.803 | 0.777 | D | C |
| LASSEN ST | Woodley | Montgomery | 2 | 2 | 1400 | 1400 | 1,412 | 1,407 | 1.009 | 1.005 | F | F | 0.917 | 0.914 | E | E |
| LASSEN ST | Montgomery | Gloria | 2 | 2 | 1400 | 1400 | 1,412 | 1,407 | 1.009 | 1.005 | F | F | 0.917 | 0.914 | E | E |
| LASSEN ST | Gloria | Haskell | 2 | 2 | 1400 | 1400 | 1,412 | 1,407 | 1.009 | 1.005 | F | F | 0.917 | 0.914 | E | E |
| LASSEN ST | Haskell | Aqueduct | 2 | 2 | 1400 | 1400 | 1,413 | 1,264 | 1.009 | 0.903 | F | E | 0.918 | 0.821 | E | D |
| LASSEN ST | Aqueduct | 405 Fwy | 2 | 2 | 1400 | 1400 | 1,413 | 1,264 | 1.009 | 0.903 | F | E | 0.918 | 0.821 | E | D |
| | | | | | | | **Total Links** | | | | **362** | **362** | **724** | | Weighted V/C | |

Note: Bold street name shows street as east/west

| Segment | From | To | Lanes | | Capacity | | Volumes | | V/C Ratio Without ATSAC | | Level of Service W/O ATSAC | | V/C Ratio With ATSAC | | Level of Service With ATSAC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W | N/E | S/W |
| | | | | | | | | **Links at E or F (with ATSAC)** | | | **101** | **43** | **144** | **20%** | | 0.952 |